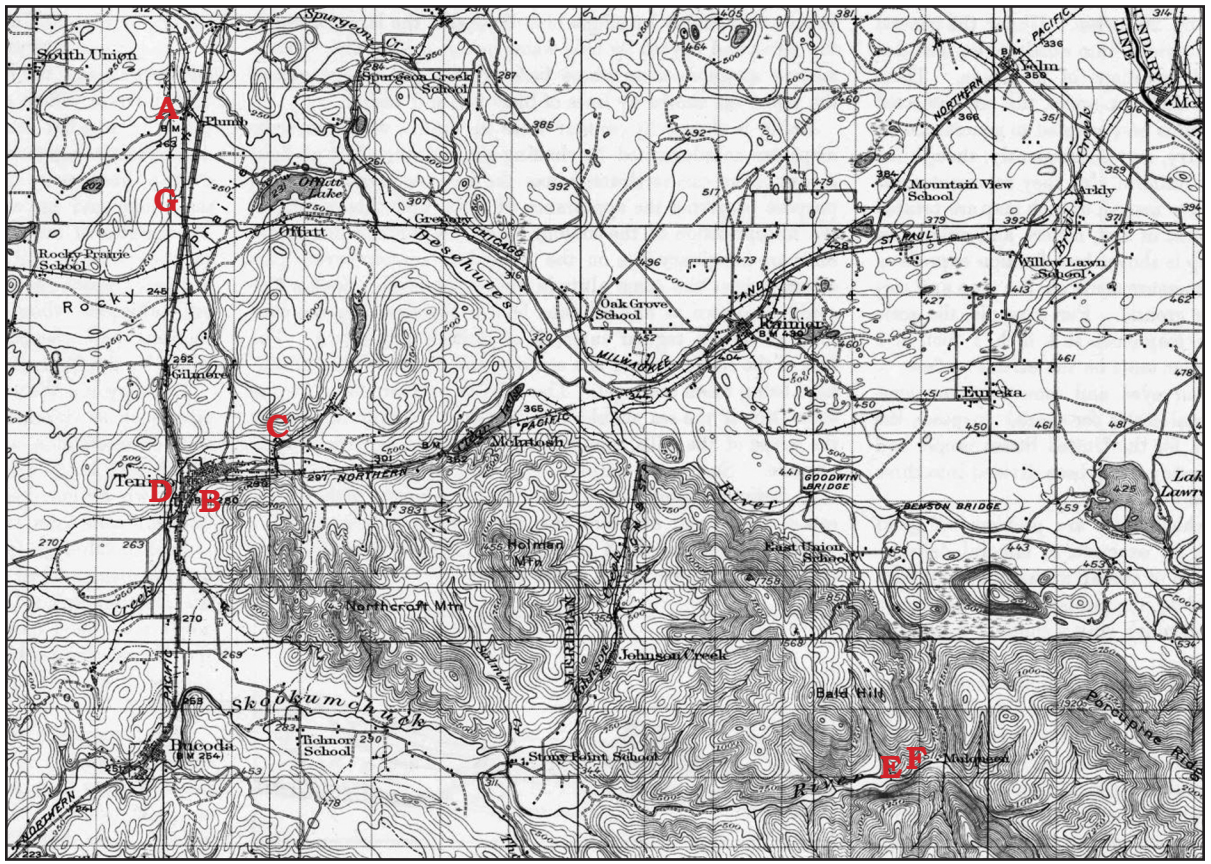
Historic Stone Quarries Around Tenino, Washington

James S. Hannum, MD
2026

Tenino's Northern Pacific Railroad depot - Built in 1914 with sandstone quarried by Van Tine and Fenton's Tenino Stone Company - The structure is also visible on page 19

The geology in several places in and around Tenino is such that quarry stone of good to high quality is easily obtained by surface mining. Over the past fourteen decades, four sandstone and three granite quarries have operated in that region. Over those decades, some of them have been known by multiple different names. To avoid that confusion here, each site will be designated by a specific capital letter from A through G. In general, those letters correspond to the chronologic order in which each site was acquired by its initial operator. An exception to this identification system is the Adams Quarry, which is described at the end of the history of Site A.

Three Tenino area sandstone quarries began operating at about the same time, during 1888 and 1889. Based on the dates when the lease or title to these properties were recorded, the Manville Quarry, at Site A, was the first to go into production.



Major quarry sites in the Tenino area are designated as Sites A through G - The background map comes from the 1916 USGS Topographical Map of the Chehalis Quadrangle

Site A

During 1888, George Washington Manville and his partner, Charles Henry Ayer (an Olympia lawyer) finalized a plan to open a sandstone quarry at Site A. In March of that year, the partners proposed to start working as soon as the quarrying season was due to begin, traditionally in April.[1] By April, Manville had secured a contract to provide stone to be used for the construction of the Odd Fellows Temple in Olympia.[2] Ayer retired from the business in June of that year and a newspaper article noted that: "It has been learned that the rock of that quarry cannot be cut into dimension stone by hand at a profit, and to make a success of the enterprise will necessitate the purchase of considerable machinery."[3]

This suggests that further exploration and evaluation of Site A took place during 1888. Manville acquired formal title to the quarry property from Elmer A. Plumb by means of a deed signed and recorded on

January 22, 1889. Ayer witnessed that document. The parcel consisted of the west half of the northwest quarter, and Lots 6, 7, 8, and 9 of Section 30, Township 17 North, Range 1 West.[4]

Portrait of George Manville from Rogers Studio in Olympia

George W. Manville was born February 29, 1832 at Shiloh, in St. Clair County, Illinois.[5] ". . . when only 20 years old (he) crossed the plains with a mule team to Sacramento, Cal., where he engaged in mining for several years. Later he became identified with Oregon mining interests and was living in the latter state at the outbreak of the Rogue River Indian war. . . . Later he came to Washington, where he was at different times engaged in mining, store keeping and following his trade as a stone mason. Mr. Manville built the old brick jail at Steilacoom, used for jail purposes for many years."[6]

In 1859, Manville married Adeline C. Eastabrook in Yamhill County, Oregon.[7] He may have been stationed at Fort Yamhill, for Federal pension records show that he served as a second lieutenant in Captain Harris' Company of the 9th Oregon Mounted Militia, and also in the 1st Oregon Mounted Volunteers.[8] Shortly after his marriage, Manville returned to Illinois. He and his new wife resided in St. Clair County, Illinois when the 1860 Federal census was taken.[9] George and Adeline Manville moved many times over the next four decades. The entries for several of their children on the 1880 Federal census of Santa Rosa, in Sonoma County, California, reveal several locations where the couple lived in the 21 years following their marriage.[10] Children were born in Illinois in 1860 and 1861. Between 1863 and 1868, they resided again in Oregon. The Manvilles returned to Illinois by 1870, when that year's census discloses that they once more lived in St. Clair County.[11] There, children were born to them in 1871 and 1873. By 1878, they had moved to California.[12]

Manville moved to Seattle about 1880. Although his name still appears on the 1880 Federal census of Sonoma County, California, George and his son Ira were also found on the Washington Territorial census that year.[13] George Manville appears in the Thurston County censuses taken in 1889 and 1892. In both documents, he gave his occupation as "farmer," but no specific location within Thurston County was recorded.[14] However, in 1893, he lived "two miles east of Tenino" when he shot and killed his next-door neighbor, J. S. McCabe, in the culmination of an old feud.[15] Manville was convicted of second-degree murder and entered the state prison on May 23, 1894. He was released by court order early in 1899,[16] and the 1900 Federal census shows that he and his wife rented a house in the Tenino portion of Bucoda District, where Manville farmed.[17] George died in Tacoma on May 31, 1909.[18]

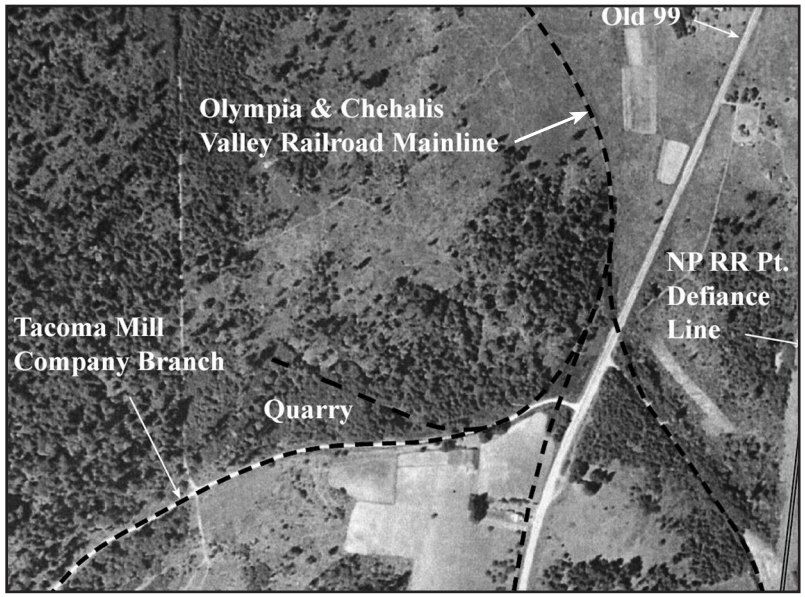
In addition to purchasing quarry land, George was involved in several other real estate transactions in the Olympia area between the mid-1880s and 1890. He bought a three-acre island in the Deschutes River,[19] 30 ¾ acres in the Smith Hays Donation Claim,[20] and Block 1 of the Townsite Plat of Olympia.[21]

The Manville Quarry was located on the north side of McCorkle Road immediately west of Old Highway 99. When the quarry was in operation, the Olympia & Chehalis Valley Railroad (O&CV) transported its output of stone to customers in Olympia. The Tacoma Mill Company Branch of the O&CV was located immediately south of the quarry, occupying a right-of-way which later became McCorkle Road. In the 1880s, that O&CV branch was used to log timber as far southwest as Deep Lake and Scott Lake, and a spur from the branch allowed sandstone from the Manville Quarry to be loaded on the narrow-gauge cars of the O&CV.

The Manville quarry was in full operation by May 1889. "Two cars, loaded with rock, arrived in the city today, from Manville's quarry. It is to be used in the construction of the new hotel (the Olympia Hotel, which was located on the west side of what now is Capitol Way, between Seventh and Eighth)."[22] No record of the existence of this quarry could be found after about 1890. In that year, the O&CV was sold to the Port Townsend Southern Railroad (PTS), which widened the O&CV right-of-way to standard gauge. A September 5, 1890 advertisement in the *Washington Standard* reveals that a business called Manville & Sizer operated the Olympia Marble Works, an enterprise located on the corner of Fourth and Columbia Streets, in the Columbia Hotel.

In 1897, James Fleming McCorkle and others submitted a petition to the Thurston County Commissioners. It requested that a road be constructed "40 feet in width, commencing at a point on the Olympia and Tenino Road (now Old Highway 99) 100 yards northeast of Plumb Station, thence in a southwest course . . . following the old Tacoma Mill Company Railroad grade which has been abandoned for 7 years [about 1890, as noted above] . . ."[23]

1936 aerial image-McCorkle Road and Old 99

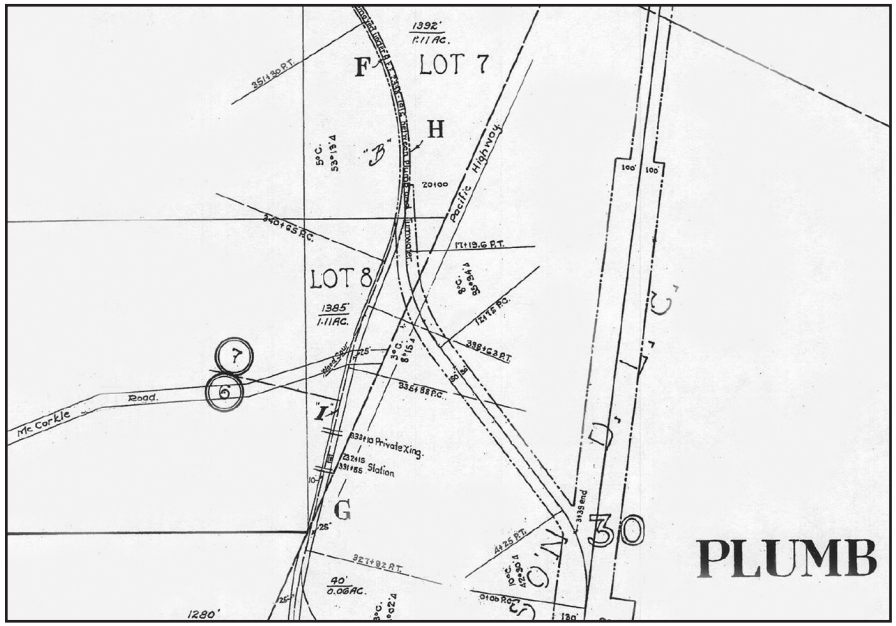


1936 aerial image - Manville quarry location

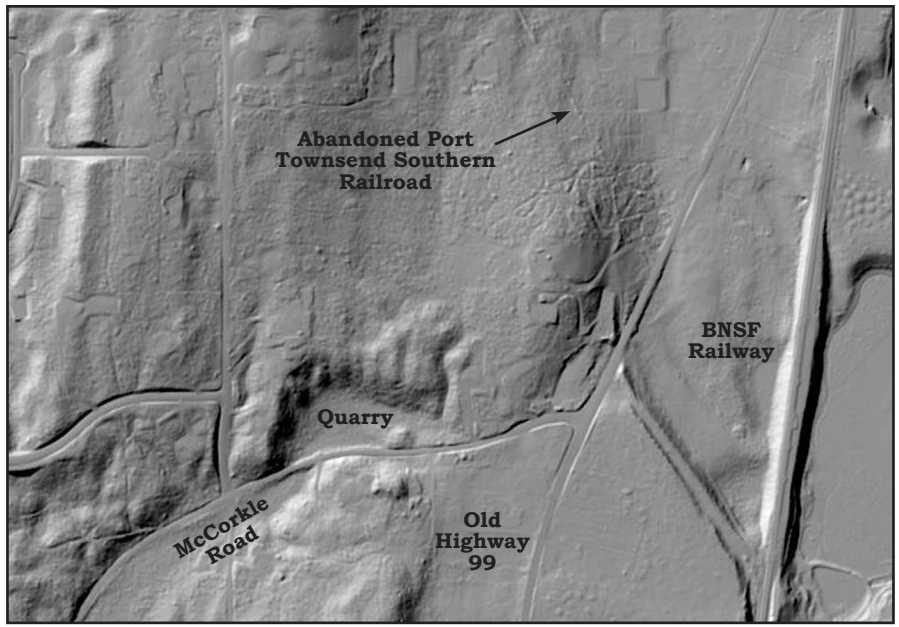
Very little is known about the Adams Quarry. It is described here, for it probably produced stone from the same geological stratum that was quarried at the Manville Quarry. The September 22, 1893 *Washington Standard* reports: "Stone for the foundation of the Westside school house is being supplied from the Adams quarry, about eight miles from this city, on the line of the Port Townsend Southern railroad." Thurston County Deed Book 35, page 413 records that on May 11, 1893, Archibald Adams purchased an option on property along the Port Townsend Southern, approximately 1.5 miles north of the Manville Quarry. That parcel is described as the south half of the southeast quarter and the northwest quarter of the southeast quarter of Section 13, Township 17 North, Range 2 West.

Site B

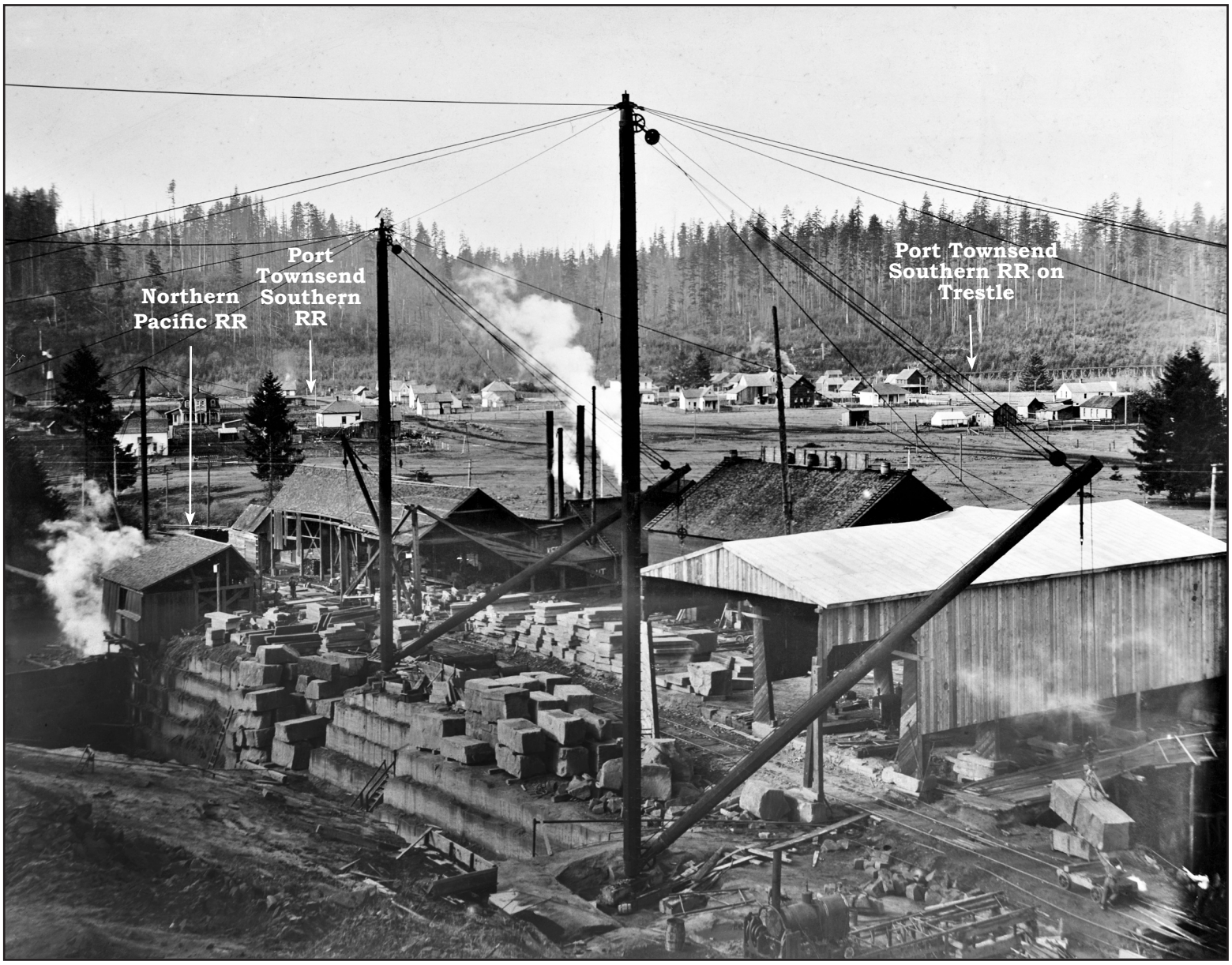
Scott McArthur has made an exhaustive examination of quarry history in the Tenino area. He reports that "The first quarry in (the town of) Tenino was the Tenino Stone Co. quarry. This quarry was developed by S. W. (Wes) Fenton and George N. Van Tine, quarrymen from Minnesota who had come to the area to look for possible sources of building stone. . . . They leased the land, which then belonged to Charles Billings, and opened a quarry in 1888 that they initially worked with a horse-powered derrick."[24] Records preserved at the Southwest Washington Regional Archives in Olympia, Washington reveal the date when Fenton and Van Tine recorded their lease on the Charles



Part of the circa 1914 Port Townsend Southern RR R-O-W Plat Map - Note remnant of Tacoma Mill Company Branch labelled "Wood Spur"



A modern LiDAR ground image showing the area excavated north of McCorkle Road by the Manville quarry



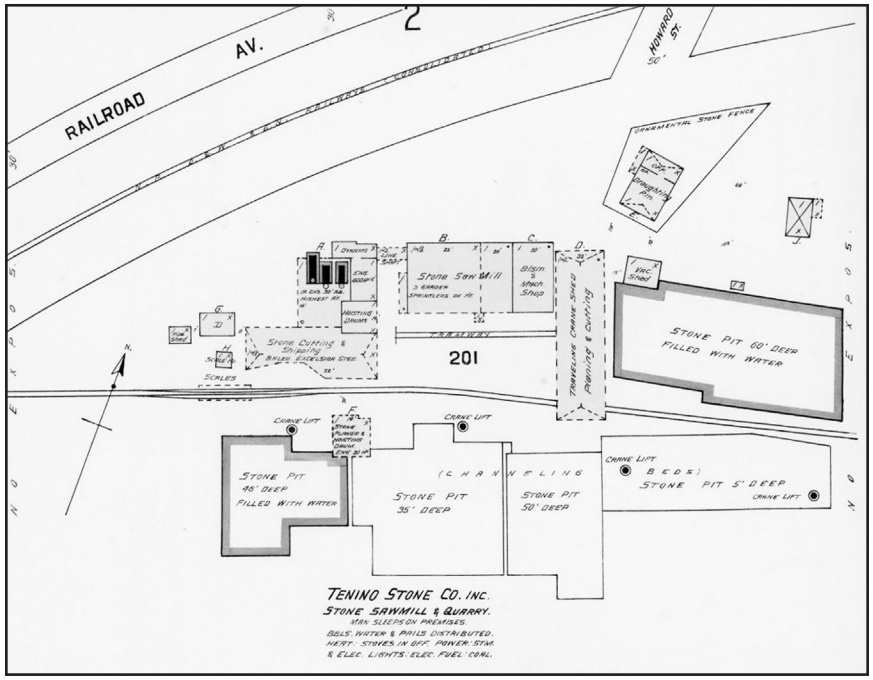
An 1890s view NW across the main pit of the Tenino Stone Company quarry at Site B A Northern Pacific RR spur entered the quarry - It was located between the pit and the buildings - Image courtesy of the Tenino Depot Museum

A. Billings property. It was April 29, 1889, although the document was signed January 8, 1889. This makes the Tenino Stone Co. quarry the second operating sandstone quarry in Thurston County.[25]

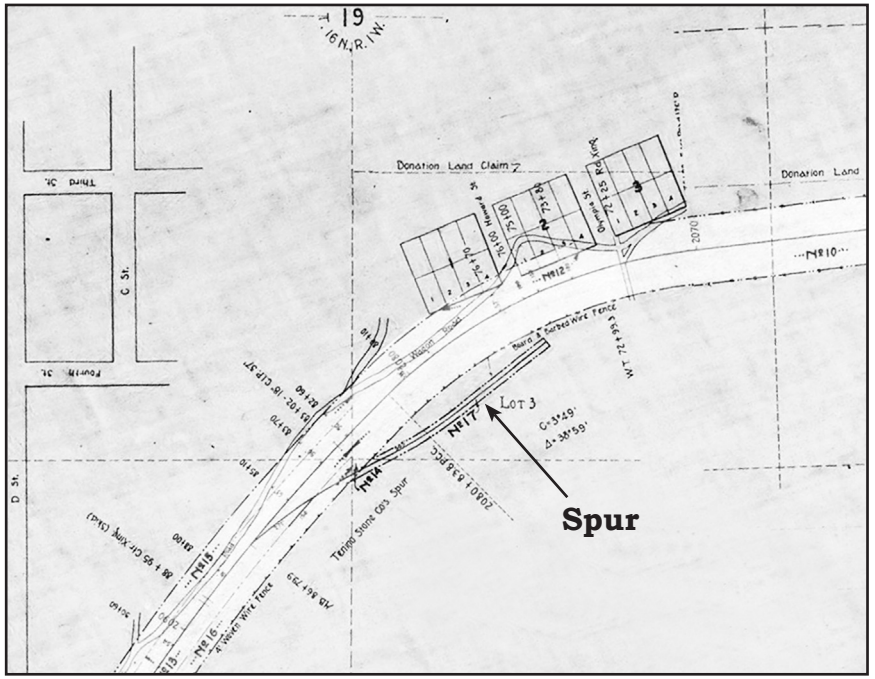
McArthur notes that over several years, this quarry has been known as the "Van Tine Stone Co., Van Tine & Fenton Stone Co., the Russell Quarry, the Tenino Stone Quarry Co., Tenino Stone Quarries, Inc., and the Tenino Stone Co."[26]

The original operators of Site B were George Nelson Van Tine and Samuel Wesley Fenton. Van Tine was born on April 4, 1860 in Michigan. He died February 26, 1939 at Graham, in Pierce County, Washington.[27] Fenton was born in Ventnor, Ontario, Canada on September 1, 1861 and died January 4, 1936 in Tacoma, Washington.[28]

A Fenton biography that is posted on the Find A Grave website (https://www.findagrave.com/memorial/92494938/samuel-weslie-fenton) purports to explain how these two men came to select Site B in Tenino. Although it provides insight into that process, it contains several obvious errors, calling into question its overall veracity. Much of it seems to paraphrase an article ("Opening of First Tenino Quarry Told by S. W. Fenton") which appeared on the front



From the 1910 Sanborn Fire Insurance Company map of Tenino - The shaded pits had already filled with water



A 1917 Northern Pacific RR Right of Way and Plat Map of West Tenino showing spur to Tenino Stone Company - The Spur is Track 2 in the next image

page of the June 7, 1935 *Thurston County Independent.*

The Find A Grave biography reads "Samuel W. (Wes) Fenton was the pioneer quarryman of Tenino, and in person, a man bigger than life. He was both an operative and speculative Mason.

"Fenton was born in 1861 in Ontario, Canada, and served his apprenticeship there. At the age of 18 he went to work for Thomas (G.) Russell (the father of Donald G. Russell, who became associated with Site B in 1898) at a salary of $4 a month plus board.

"By 1888, he was working in a limestone quarry near West Superior, Wisconsin, helping quarry stones for cross-street arches in St. Paul, Minnesota. It was there that he met George N. Van Tine. Van Tine and Fenton heard of a shortage of building stone in the Pacific Northwest and decided opportunity lay there.

"Arriving eventually in Olympia, they explored the Manville Quarry near Plumb Station north of Tenino as a possible source of stone for a minor building boom being experienced in the Seattle area. It was not a good day. Fenton and Van Tine didn't like the quality of the stone. And they missed the last train that would take them from Plumb Station back to Tenino.

"They spent the night at the home (of) a nearby farmer, Sam Spurlock. Spurlock had a fireplace built of sandstone. The stone was blackened by smoke but the two quarrymen scraped a patch clear with a knife and noted the stone was of good grain and quality. Spurlock told them that the stone had been hacked with an axe from sandstone boulders south of Tenino, and that other fireplaces locally had been built in the same manner.

"The next morning, the would-be entrepreneurs rode the narrow-gauge railroad back to Tenino. En route, they visited with the conductor, Fred Brown, Tenino's first Merchant. Brown told them where stone deposits had been found in the area.

"Van Tine and Fenton located an outcropping near the Southern Pacific [sic] (Northern Pacific) railroad track at the south edge of Tenino and leased it from Charles Billings.

"This was the Tenino Sandstone Co. quarry, the first quarry in Tenino. Fenton stayed with the quarry though with different partners until the quarry finally closed for good in 1926. The quarry eventually filled with water and is now Tenino's public swimming pool.

"Fenton was a charter member of Tenino's Masonic Lodge. He served as a member of the Washington Legislature and as Mayor of Tenino. He is perhaps best known as the pounder of the bass drum that kept time for the Tenino Fife and Drum Corps and helped awake Tenino to the news of the end of World War I.

"After the quarry closed he returned to his original work as a brick and stone mason. Fenton died in 1936."[29]

The 1935 article from the *Thurston County Independent* confirms that Fenton and Van Tine travelled from Olympia to the Manville Quarry via the narrow-gauge railroad (Olympia & Chehalis Valley Railroad) which existed at that time. They missed the northbound train which would have taken them back to Olympia. Thus, when they visited Tenino the next day, they were not returning, they were arriving there for the first time, after spending the night with Spurlock.

Regarding the Spurlock (often spelled Spirlock) connection with Van Tine and Fenton, there is no recorded Thurston County deed for any grantee named Sam (or Samuel) Spurlock prior to 1890. On the other hand, James Dillard Spurlock resided approximately 0.6 miles south of the Manville Quarry site in the 1880s and 1890s. There, he owned almost all of Section 31, Township 17 North,

Range 1 West. It probably is not coincidental that in 1890, "J. D. Spurlock" granted a lease on some of that land, mostly south of his home, to Van Tine, Fenton, and William McArthur "for the purpose of a stone quarry." All the leased property lay west of the Port Townsend Southern Railroad.[30] Very likely, this property contained the deposit of granite that was briefly worked later, in 1945, by the United States Army (see the description under Site G).

An additional correction to the Fenton biography above is suggested by part of the 1910 Sanborn Fire Insurance Company map of Tenino (above). It indicates that two of the stone pits at Site B were already filled with water well before 1926.

Van Tine still lived in Tenino when the 1900 census was taken but he listed no occupation.[31] The 1910 census shows him farming in the Tenino District. In 1920, he resided at Lake Bay, on the east side of the Key Peninsula in Pierce County. Then, he described himself as a painter. By 1930, he had moved again, this time to Algona in King County. There, he again was farming. His death occurred at Graham, in Pierce County, on February 26, 1939. His death certificate states that he was a retired stone mason.[27]

Members of the Russell family became associated with Site B in 1898. According to the Fenton biography presented previously, Fenton and Van Tine had been employed in 1888 by Thomas G. Russell at a Wisconsin limestone quarry. In two documents dated January 8, 1898, Donald Gordon Russell (one of the sons of Thomas G. Russell) purchased the personal and real property of the Tenino Stone Company.[32] Although Donald, a physician, made the purchase, Thomas, his father, was the quarryman who made his home in Tenino according to the 1900 Federal census.[33] By 1910, both Thomas and Donald Russell lived in the same Seattle household on 14th Avenue.[34] Each continued to reside there when the 1920 Federal census was taken. Only Donald and his wife, Helen remained at that address on the 1930 census, Thomas presumably having died. The 1940 census shows an address on 13th Avenue North for the couple. That address probably was in error, for Donald Gordon Russell's death certificate lists his residence as 923 14th Avenue North. That document notes that he was born February 27, 1863 at Morrisburg, Ontario in Canada and died April 1, 1950.[35]

The quarry operation at Site B suffered greatly in the early 1890s from two distinct problems. First, financial uncertainty was present throughout the United States as a result of a banking crisis known as The Panic of 1890.[36]

More problematic was the discovery of a creative accounting method used by Van Tine, which resulted in a court-appointed receiver for the Tenino Stone Company. The March 21, 1891 *Seattle Post-Intelligencer* reported: "Judge Dennison, as referee, has rendered decision in the case of E. L. Sawyer & Co., George Van Tyne and Wesley Fenton, ordering the sheriff, as receiver of the Tenino stone quarry, to close up business and dispose of it at public auction. The trouble was caused by a disagreement among the members of the company."

The problem was resolved by March 29, 1891 when the *Post-Intelligencer* narrated: "Olympia, March 28. – [Special.] – Sheriff Prince was today discharged as receiver for the Van Tine Stone Company. The action was brought by R. A. Derickson and E. L. Sawyer, junior members of the company, against George Van Tine and Wesley Fenton, senior members. Some time ago George Van Tine leased from Charles Billings a stone quarry at Tenino, and sold to R. A. Derickson, representing E. L. Sawyer & Co., a one-third interest. Judge Dennison, as referee, heard the case and found that Van Tine had obtained a second lease from Billings without the knowledge of Dickerson [sic] and with fraudulent intent. Van Tine removed the books of the firm from the office of Sawyer

& Co., and openly declared Sawyer & Co. to have no further interest in the business. Judge Dennison ordered Sheriff Prince to take charge of the business, as receiver, but Van Tine compromised the matter by paying Derickson the sum of $8,5000."[37]

Despite these problems, the quarry at Site B continued to operate continuously during the first few years of the 1890s, apparently with a reduced volume of work. But business began to increase in 1893 and the *Washington Standard* reported: "Work has been commenced in earnest at the Tenino quarry. Two channelers are at work cutting out huge blocks of stone. A force of men are cleaning the ground preparatory to quarrying the buff stone, which is extensively used for trimmings and decorative work."[38]

While these Tenino area quarries were operating, the only practical way to transport their output was by rail. The Northern Pacific Railroad provided a spur track leading to the Tenino Stone Company quarry. Records of that railroad reveal that this spur was "acquired by adverse possession," meaning that the railroad had no record of how the acquisition was made.[39]

In the 1920s, the Northern Pacific Railroad produced a series of *Joint Facilities Books*. They provide a detailed record of the property owned

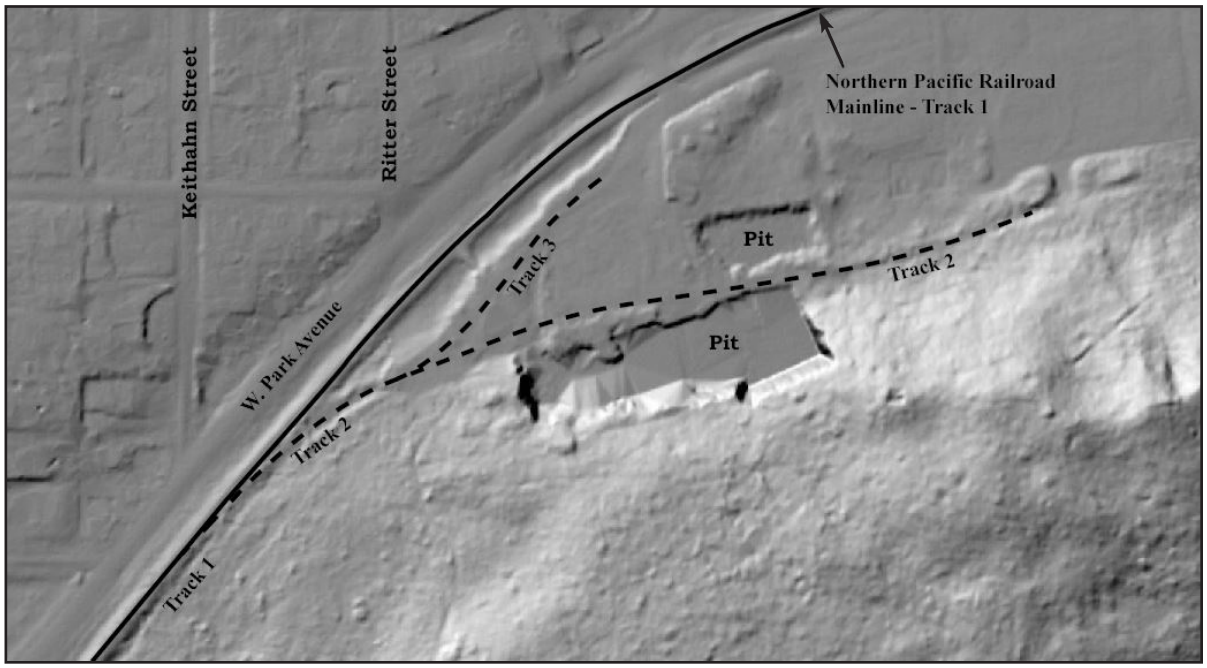
1928 View NE along Northern Pacific Railroad's Prairie Line in Tenino (Labeled 1) - Spur to Tenino Stone Company Quarry (Labeled 2) - Image from Northern Pacific Railroad Joint Facilities Rail Book #3

in conjunction with other businesses and railroads. In May 1928, the company's Prairie Line was surveyed in the vicinity of Tenino.

The Tenino Stone Company quarry was served by two spur tracks in 1928. In addition to Track 2 (above), Track 3 originated from Track 2 at about the place where the Tenino Depot Museum is currently located. An entry in the relevant *Joint Facilities Book* mentions that the eastern half of Track 2 lay outside the Northern Pacific's right-of-way, while all of Track 3 was within it. Although Track 3 does not appear in the above Valuation map of West Tenino, both Track 2 and 3 existed on July 11, 1909. On that date, the

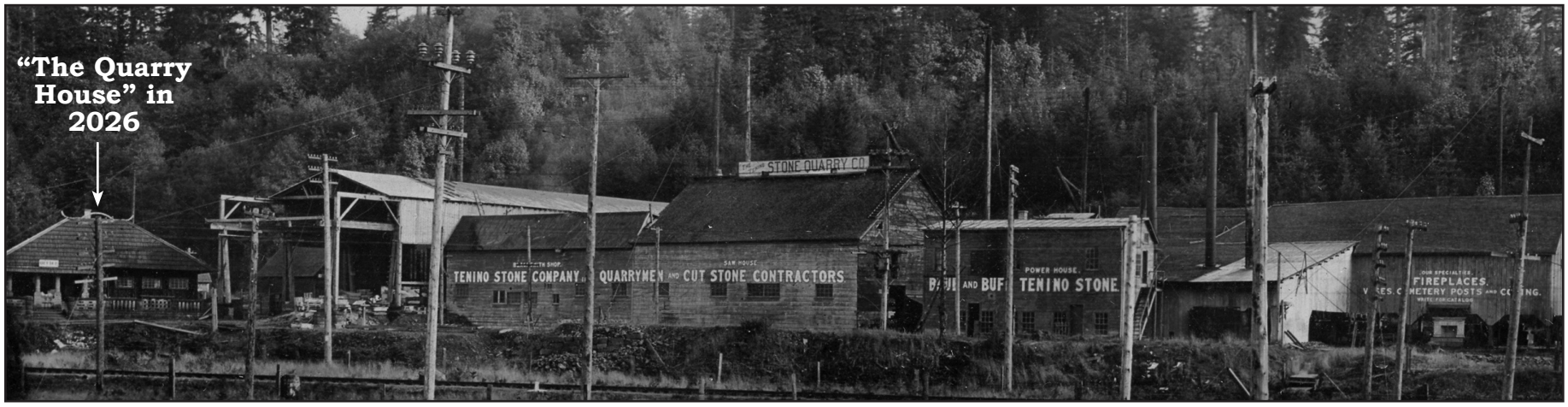
Northern Pacific Railroad and the Great Northern Railway signed a joint operating agreement covering the track between South Tacoma and Vancouver, Washington. It included the Prairie Line in Tenino.[40]

Arthur Dwelley was a local Tenino historian who described the later history of the quarry at Site B: "By 1913, the market for building stone had dropped appreciably and the company closed later that year. Some minor stone cutting was done at the Tenino Stone Company site later, but nothing of economic consequence."[41] Scott McArthur adds: "Russell and Fenton closed down full-time operations in 1913. That quarry operated whenever it could get an order until 1926, when it closed for good."[42]



Modern LiDAR ground image at Site B - Rail Book #3 Reveals that Track 3 originated from Track 2 where the Mendota School is now

Below - Undated View SE toward the Tenino Stone Company Quarry - Courtesy Tenino Depot Museum



The quarry buildings remained standing for several more years, and the Quarry House, which had been the quarry's office, remains there today. A 1934 *Morning Olympian* article reported "Tenino, Dec. 11 – (Special) - . . . The setting of the quarry south of town is truly picturesque. The trail leads through buildings that house massive equipment and on through a maze of cut stone that has been piled around the yard.

"**Now Silent** – The blacksmith shop is now silent. Standing in the yard, the big "boom" that used to hoist the heavy rock rises to dwarf all but the solid bluff of stone that towers over 50 feet above an artificial lake that now covers the entire quarry. . . . Nature has taken advantage of her time since the quarry has been closed to add her touch of beauty to Tenino's back yard."[43]

**A 2023 view SE from West Park Avenue in Tenino
The Tenino Depot Museum is the former Northern
Pacific RR depot - It was moved here in 1975**

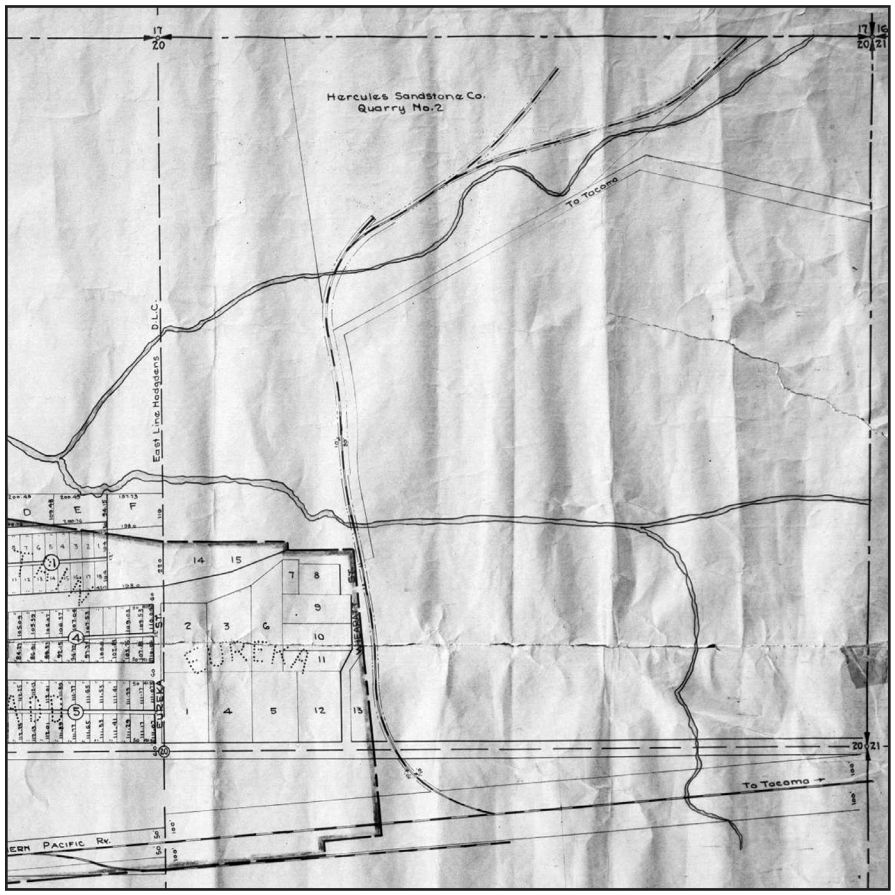
A 1936 aerial photograph of Tenino shows that the quarry buildings were still present. The Northern Pacific Railroad removed the Tenino Stone Company spur in 1937 through A. F. E. (Authorization for Expenditure) 557-C-37.[44] The comparable 1941 aerial image reveals that the Quarry House was the only remaining structure. That fact is confirmed by the 1942 version of Sanborn Fire Insurance Company maps of Tenino, which states (incorrectly-the Quarry House was still present) that all buildings of the former Tenino Stone Company quarry had been removed.

Site C (Eureka Quarry)

The quarry at Site C, northeast of Tenino, began operating late in 1889 as the Eureka Quarry. It closed permanently during the Panic of 1893 but was reopened about twenty years later by the Hercules Sandstone Company.

John A. Tullock and George Bruce, both of whom resided in Tacoma, laid the groundwork for the quarry at Site C on April 13, 1889 when they purchased property from John Wherrett.[45] Allen Robertson, also of Tacoma, joined Tullock and Bruce in the venture on May 8, 1889 when Robertson acquired a half interest in the quarry property.[46] The three men incorporated the Eureka Quarry on September 11, 1889.[47] Tullock, Bruce and Robertson sold their individual holdings to the Eureka Sandstone Company on October 9, 1889.[48] John Wherrett must have liked the name used for the quarry, for on May 14, 1890 he platted a subdivision called Eureka. It was located on his property southwest of the stone quarry.[49]

The 1900 census of St. Louis, Missouri provides useful information about George Bruce before and after he was associated with the Eureka Quarry in 1889. His full name was George F. Bruce and he was born in Scotland



The Eureka Subdivision as it appears in the 1926 *Official Route of State Highway Thru Tenino, Thurston County* - Produced by the State of Washington, Department of Highways, Olympia, Washington

in November 1862. He immigrated to America in 1870. He was married about 1885, possibly in Missouri where his wife, Viola was born. By 1900, he had returned to Missouri from Washington and his occupation was that of "Contractor, cut stone."[50] When the 1910 census was taken, George and Viola had come back to Washington, where George was a "Stone cutter" living at Bellingham in Whatcom County.[51] In 1920, the couple lived in Boise, Idaho and George reported his occupation as "Superintendent Stone Quarry."[52] By 1930, they had moved to Beverly Hills, California, where George was a "Contractor, Cut Stone Company."[53]

Allan Robertson's death Certificate indicates that he was born in Scotland on November 12, 1822 and died in Tacoma on June 30, 1903. That document gives his occupation as that of "retired stone cutter."[54]

John A. Tullock was born July 3, 1857 at Glaighbea, Scotland and died August 11, 1943 at La Crosse, Wisconsin.[55] The 1900 Federal census of Houghton County, Michigan reveals that he emigrated to America in 1883.[56] He became a naturalized American citizen in Washington Territory on October 4, 1888.[57] He and his wife Inez (in all additional reviewed records identified as Jessie Tullock) lived in Tacoma when they became the parents of a male child on December 27, 1888.[58] In addition to his interest in the Eureka Quarry, in 1892 Tulloch involved himself in the development of a shingle mill along the Prairie Line of the Northern Pacific Railroad. It was on the Deschutes River, southwest of Rainier, Washington, in the south half of the southeast quarter of the northwest quarter of Section 18, Township 16 North, Range 1 East.[59] A 1960 biography of the 104-year-old Jessie Tulloch narrates: "Mrs. Tulloch was born July 24, 1856, in Hamilton, Ontario, Canada. Married in 1886, the Tullochs lived in Duluth, Tacoma, Wash., Calumet, Mich., Antigo, Wis., and Victory, Wis., before coming to La Crosse in 1913."[60]

The Northern Pacific Railroad constructed a spur track to the Eureka Quarry in 1889. John Wherrett granted a right-of-way "about 300 feet in length" over his land, between the Northern Pacific mainline and "the county road" (today, this is the junction of Old Military Road Southeast and North Wherrett Street).[61] North of the county road, tracks were merely placed on the property owned by Tullock, Bruce and Robertson, and a record of that agreement has not survived. The total length of the spur was about 0.4 miles. It reached north to a point immediately south of the Main Branch of Scatter Creek.[62]

The *Washington Standard* reported that the Eureka Quarry closed in 1893. "The Eureka quarry at Tenino closed down for an indefinite period. The reason assigned for closing down is that there is no money in the country and therefore no building going on to create a demand for stone."[63]

Sometime after the Eureka Quarry closed, its rail spur was removed. It does not appear on a 1909 map (not included here) of that area.[64] Years later, when the Hercules Sandstone Company reopened Site C as Hercules #2, the abandoned Eureka Quarry right-of-way reacquired rails and the spur was extended to the northeast. The history of Site C under ownership of the Hercules Sandstone Company can be found following the description of Site D.

Site D

Located on the west side of Tenino, Site D is situated on Lemon Hill. William McArthur was one founder of this quarry which, in 1907, became Hercules #1. Scott McArthur is one of William's descendants. His book, *Tenino Washington: The Decades of Boom & Bust*, provides a wealth of information about Hercules #1 (Site D) and Hercules #2 (the former Eureka Quarry at Site C).

Although high-quality deposits of sandstone had been discovered years before on Lemon Hill, it was not until 1903 that quarrying began there. "William McArthur had worked in a stone quarry near Bannockburn, Scotland, before he emigrated to the United States in 1887. He came to Tenino in 1888 and worked as a foreman at the Tenino Sandstone [sic-he worked for the Tenino Stone Company] quarry. (As mentioned earlier, McArthur, Van Tine and Fenton leased quarry land south of Plumb Station from James Spurlock in 1890.) . . .

"It took a while for the Depression of 1893 to reach the West Coast, but when it did, the quarry where William McArthur was working closed down (in a January 23, 2011 email, Scott McArthur confirmed that this was the Tenino Stone Company quarry) and he wound up in Salmo, British Columbia, Canada. . . . The family returned to Tenino in 1903.

"Upon his return to Tenino, William McArthur, H. P. (Peter) Scheel and Claus H. Clodius went into business together. Initially, the company was called the Tenino Sand Stone and Townsite Company. It changed its name to the Tenino Sandstone and Townsite Company and then the Tenino Sandstone Company (that last name is confusingly similar to the name of the quarry at Site B, the Tenino Stone Company). Early advertisements show Scheel and the company office at Spokane, W. L. Cadle, first of Seattle and then of Chicago and F. Swonson, Spokane, were listed as vice presidents. In early years the company's letterhead showed Cadle as general manager and William McArthur as superintendent. Cadle and Swonson were early investors who later left the company. . . . In 1907 the business changed its name to the Hercules Sandstone Co. . . .

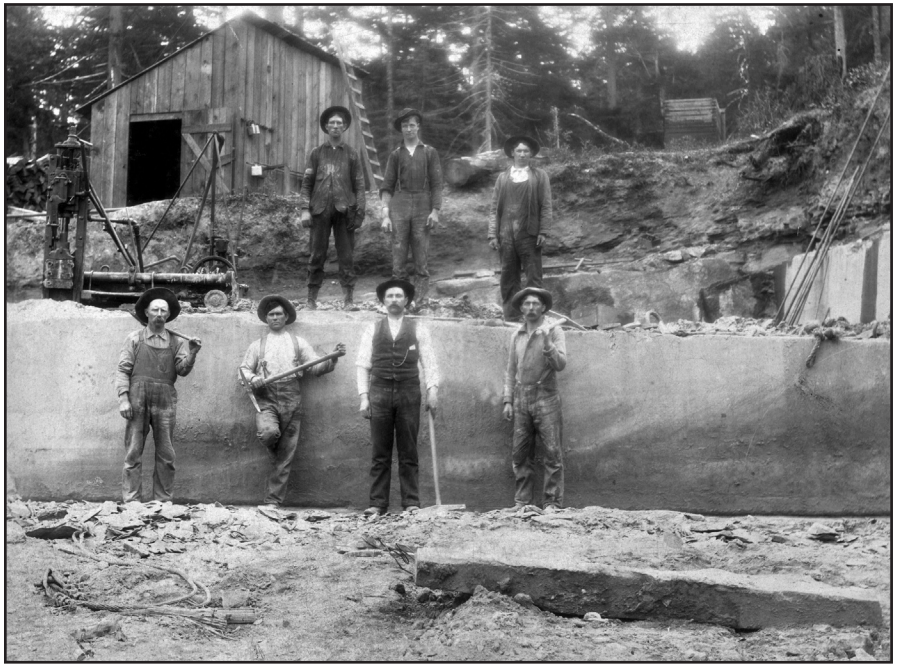
A photograph of Hans Peter Scheel - It appeared in "Large Powder Charges Applied to Quarries" from the March 30, 1912 issue of *Pacific Builder and Engineer*

"Scheel, a native of Germany, came from a stonecutter family. . . . He had worked in one of the Tenino quarries (the Tenino Stone Company quarry) in the 1890s with William McArthur and later owned an interest in a large building and monument stone quarrier. That likely became their connection with Clodius, who was a banker in Ritzville, Washington."[65]

"William McArthur separated from his family and moved about 1922 to Seattle. He later worked in Mexico and returned to Seattle where he died in 1940. H. P. Scheel and his family returned to Tenino and remained on the family farm north of town. In late 1922 he and two of his sons dismantled the ornate two-story Hercules Sandstone Company office located near Scatter Creek next to Quarry #1 and rebuilt it on Sussex Avenue in Tenino where it functioned for years as the town's city hall. Two steel cells were placed in the old drafting room on the first floor for use as a city jail."[66]

Coincidentally, William McArthur (December 15) and Hans Peter Scheel (March 9) resided in Seattle at the time they died, in 1940.[67]

A photograph of William McArthur - It appeared in "Large Powder Charges Applied to Quarries" from the March 30, 1912 issue of Pacific Builder and Engineer



A 1904 photograph of Hercules #1 on Lemon Hill The view is toward the west - One or two layers of stone have been removed at the top of the quarry Note the building in the background, which also appears in the next image - This photograph is courtesy of the Tenino Depot Museum, where it is cataloged as "A07"

A 1908 view west toward Hercules #1 on Lemon Hill In the distance, three men sit on the tram used to move stone to the Port Townsend Southern Railroad The image was made shortly before a rail spur to the quarry was installed - Note the same building seen in the prior image, at the top of the quarry. The photograph is labelled "A34" in the collection of the Tenino Depot Museum

William McArthur had contemplated a return to Tenino as early as 1893 when he purchased Lot 1 in Block 29 of Snyder & Stevens Plat of Tenino.[68] This property is on the southwest corner of the intersection of Old Highway 99 SE and West 4th Avenue. Thus, it was not the location where the Tenino Sand Stone and Town Site Company quarry (later called Hercules #1) opened in 1903.

Articles of Incorporation for the Tenino Sand Stone and Town Site Company were first signed December 17, 1902.[69] On January 3, 1903, the company recorded three deeds giving it ownership to the land on Lemon Hill where the quarry was to be.[70]

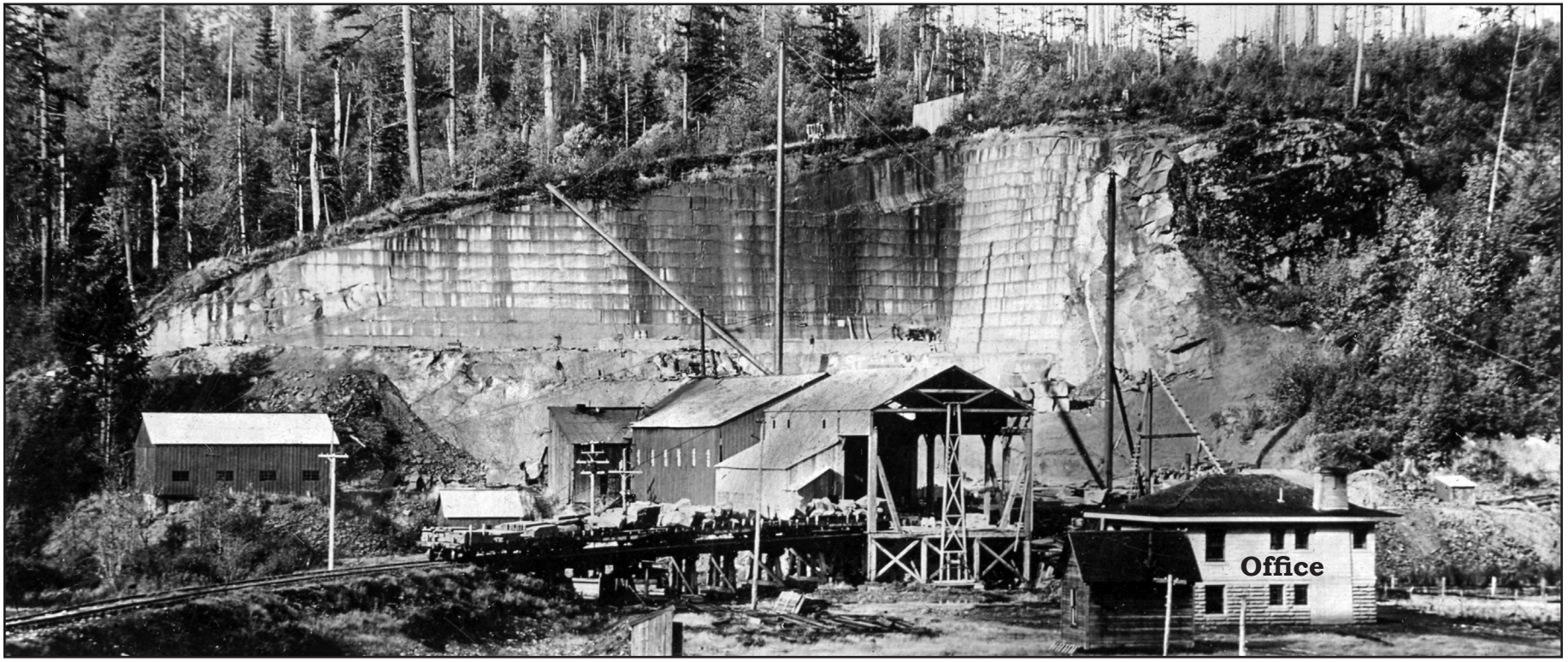
A tram railway was used initially to move blocks of cut stone directly east from the quarry to the mainline of the Port Townsend Southern Railroad.

The Port Townsend Southern Railroad installed a spur serving Hercules #1 in 1908 - This image shows the view looking east after the spur was in use - The earlier tram railway had not yet been removed - The photograph is courtesy of the Tenino Depot Museum

The name of the corporation was changed to the Tenino Sandstone Company on July 10, 1905.[71] Late in 1907, it was clear that a rail spur directly serving the quarry buildings would improve efficiency in the process of loading stone. In an October 1907 agreement between the Port Townsend Southern Railroad and the Tenino Sandstone Company, the railroad was granted an easement for a spur track across Block 38 of the Snyder & Stevens Subdivision of Tenino. Two additional documents from 1908 permitted the spur to cross F and G Streets (which were vacated), and 6th and 7th Streets.[72]

It is not clear when the Hercules Sandstone Company office on Scatter Creek was built. It does not appear in the image on the prior page.

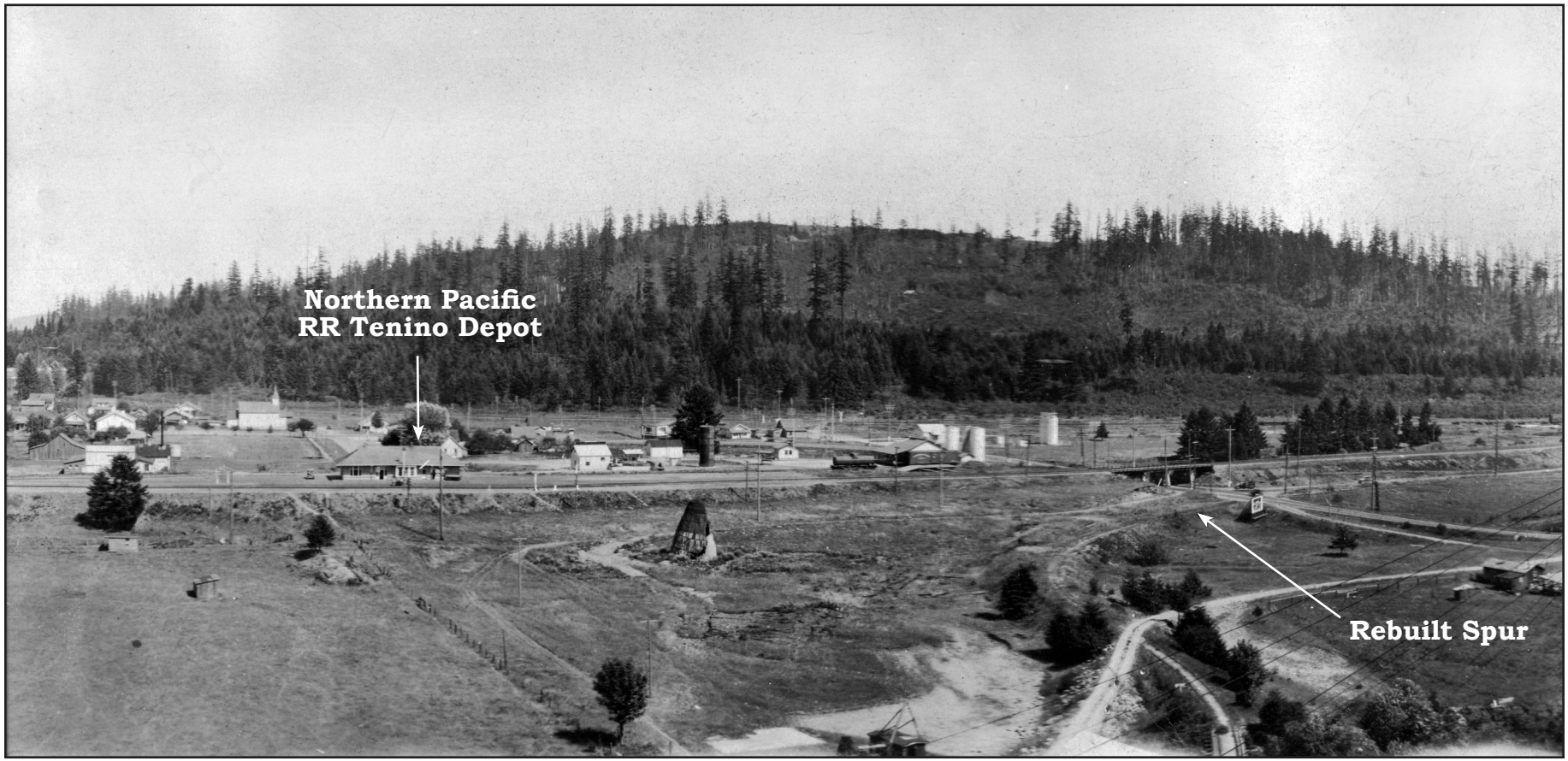
In the second decade of the twentieth century, there were numerous changes in Tenino's industrial landscape. The Northern Pacific Railroad built its double-track Point



A post-1908, pre-1922 image of Hercules #1 - The tram railway has been removed, and the office building used by the Tenino Sandstone Company has been constructed - The photograph is part of *Tenino, WA, And Its Industries*, C. S. Reeves, photographer, and is archived at the Tenino Depot Museum

Defiance Line on the west side of Tenino and there, that construction erased most of the footprint of the earlier Port Townsend Southern Railroad. The project required recontouring the eastern portion of the spur to Hercules #1.

Late in 1926, the Johnson & Clark Lumber Company purchased property immediately northeast of the spur and built its sawmill there.[73] That mill had been dismantled by 1930.

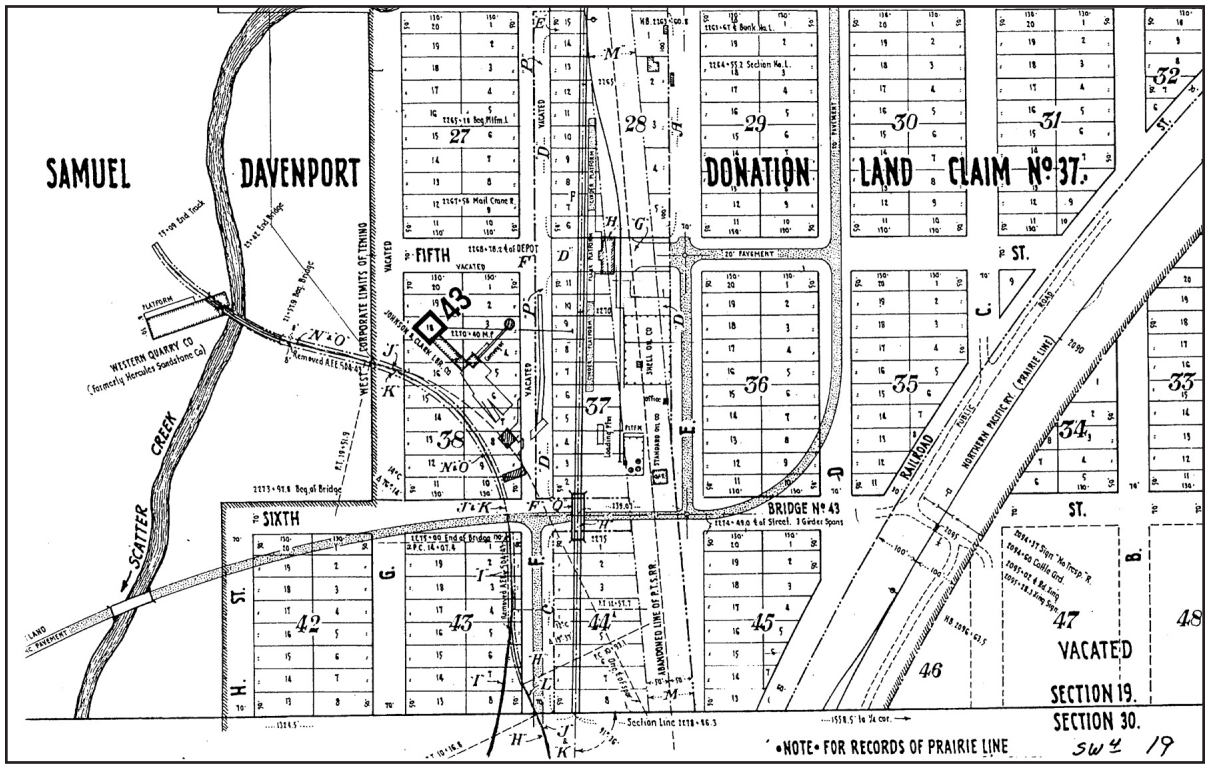


A 1930 panoramic photograph of Tenino taken from atop Lemon Hill above the quarry - That year, the former Hercules #1 was being operated as the Western Quarry - The Northern Pacific Railroad's Point Defiance Line had been in place here since 1914, replacing the Port Townsend Southern track on the west side of Tenino - The quarry spur was rebuilt in 1914 in order to connect it with the new Point Defiance Line There is little trace of the old tram railway - A waste wood burner still stands in the field east of the quarry It remained after the Johnson and Clark Lumber Company mill was dismantled

"Andrew Wilson, who had been the Hercules Company's prize stonecutter, bought Quarry No. 1 in 1922 and renamed it the Western Quarry. Production of stone from that quarry continued in fits and starts until about 1940, although the Western Quarry did produce a quantity of building stone in 1927 for buildings at Camp Murray."[74]

The rail spur to the Western Quarry was removed in 1943 by order of Northern Pacific Railroad A. F. E. (Authorization For Expenditure) 504-43. That abandonment is memorialized in the map on this page.

The later history of Site D is described by Scott McArthur: "After World War II Quarry No. 1 sat idle until the 1950s when it was bought by Chester Wilcox, owner of the local lumber yard. Wilcox drilled a well, built a huge shed on the ledge where the last stone had been harvested, and tried growing mushrooms.



A Northern Pacific Railroad Track Map for property on the west side of Tenino - It shows the active Point Defiance Line and all the rights-of-way of the abandoned Port Townsend Southern Railroad - Two spur tracks accessing Hercules #1 (used sequentially by each railroad) are shown - The position of the Johnson and Clark Lumber Company mill is also visible - This image comes from the collection of Valuation maps preserved at the Washington State Archives. This map displays part of Valuation Section 31, Sheet 20b

"That didn't work and in 1992 he leased and later sold the quarry to the Louis Guinette Masonry Company. Guinette worked up the stone veneer of Tenino's new Puget Sound National Bank building from saw blocks left on the ground by Western Quarry Co. in the 1930s. . . .

"Douglas Remmick, owner of Northwest Stone Co. of Tualatin, Oregon, bought the quarry from Guinette about 1995. Remmick hired locals to split the stone and used a Ditch Witch mechanized ditch-digging machine to cut out quarry blocks. . . .

"The Marenakos Rock Center of Preston, Washington bought out Remmick and began limited production of stone from Quarry No. 1 again. What originally was a producer of stone for basic building purposes has become a boutique producer of cut and decorative sandstone for decorative architectural purposes and for the restoration of early buildings."[75]

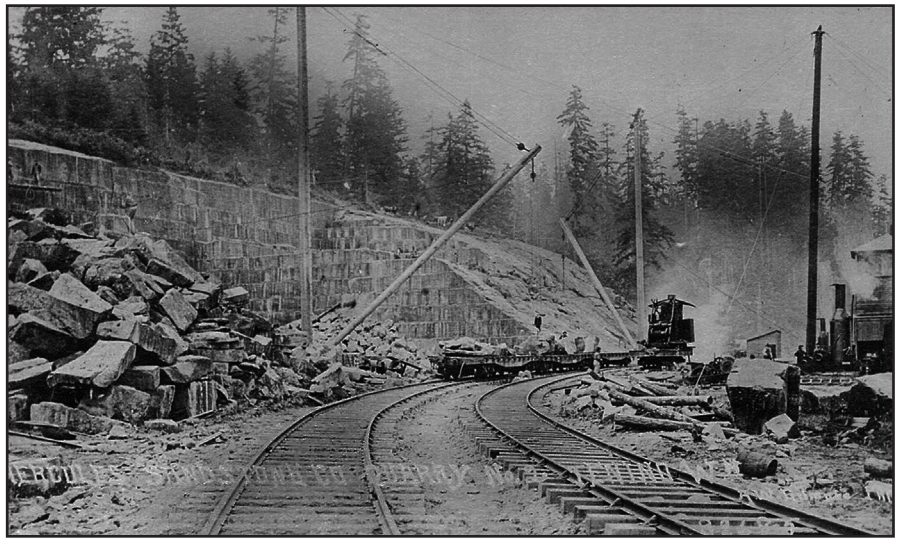
Site C (Hercules #2 Quarry)

Scott McArthur reports that: "About 1910 the market for cut dimension sandstone began to fail. New construction designs called for taller buildings with a support of steel girders. Volume production of concrete began in 1906. . . .

"The Hercules Sandstone Co. looked for new markets.

"About this time, the Army Corps of Engineers announced it was going to rebuild one of the jetties that kept open the shipping channels at the mouth of Grays Harbor.

A 1911 photograph made during grading of the spur to Hercules #2 - The quarry work visible in the background was done previously the Eureka Quarry This image comes from the March 30, 1912 issue of *Pacific Builder and Engineer*

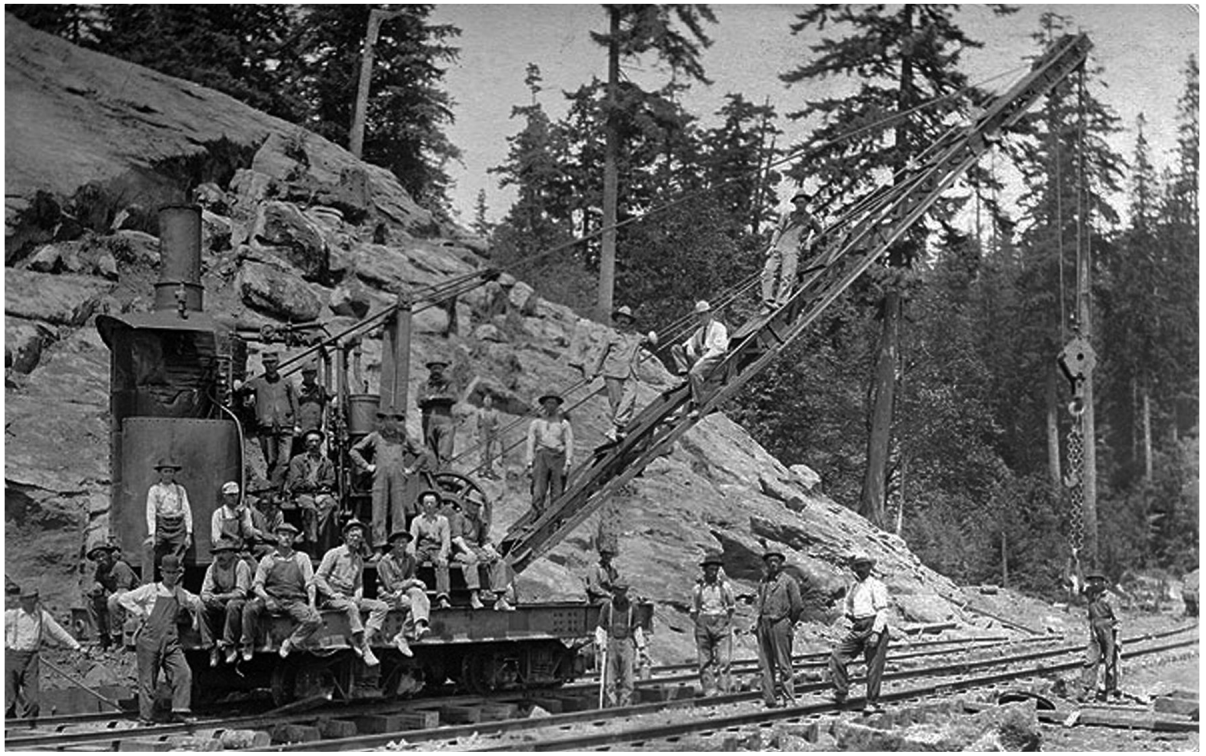


An undated photograph made after the quarry at Site C was reopened as Hercules #2, and February 17, 1912 when "The Big Blast" was detonated The visible quarry walls had been cut by the Eureka Quarry - On the left, in the foreground are piles of irregular stone, which is the sort of material that Hercules Sandstone Company contracted to supply for the jetty at Grays Harbor - Probably prior to February 17, the company used small explosive charges to produce the stone being loaded in this photograph - Thanks to Tenino's City Historian, Richard Edwards for providing this image

Specifications called for the use of large boulders of sandstone. The Hercules Sandstone Co. bought the defunct Eureka quarry northeast of Tenino and entered a successful bid to produce 375,000 tons of rubble stone to be delivered in 1911 and 1912 for the repair of the jetty."[76]

Through a deed signed May 29, 1911, the Hercules Sandstone Company bought the Eureka Quarry, including "all machinery, equipment, with all its rights, titles and interests in the lease given by John and Adeline Wherritt [John's wife] to John A. Tulloch and Geo. Bruce on the sixth day of April, 1889." The total sale price was $9,000.[77]

Pacific Builder and Engineer reported that "The Hercules Company started opening quarry No. 2 on May 12, 1911, and just one month later, to a day, began shipping 700 tons daily through to the end of the season which is about December 1; the shipping season ordinarily should begin April 1. The contract called for a little larger daily delivery, and the government being desirous of pushing the work this year, it was decided by the company to put its rock in such a shape for this season that it could begin shipping on time and continue to put 1,500 tons on the jetty every day if the government could handle it."[78]

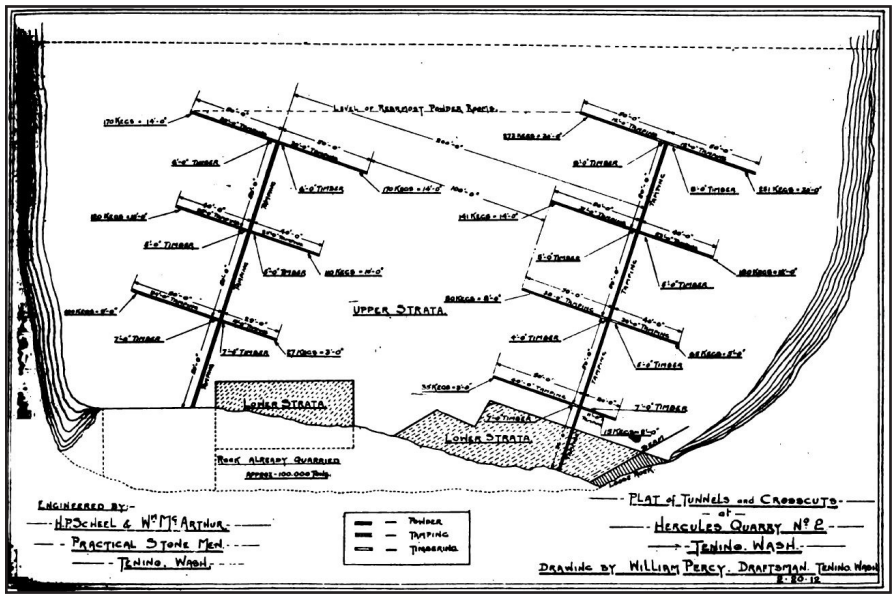


A 1911 photograph made at the east end of Hercules #2 prior to "The Big Blast" - This item is part of a postcard collection donated by Arthur Dwelley to the Washington State History Museum, where it is incorrectly cataloged as having been produced circa 1910 at "the Skookumchuck stone quarry"

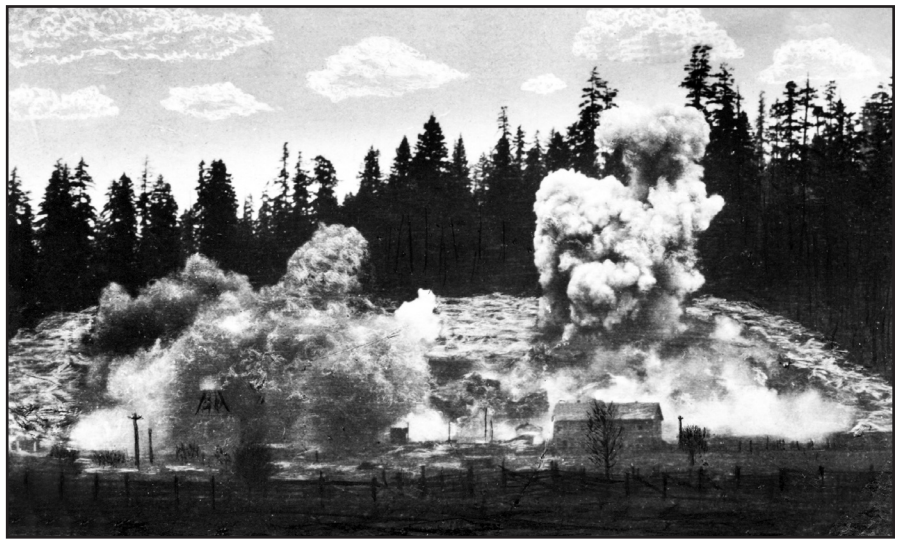
H. P. Scheel corresponded with a Superintendent of the Northern Pacific Railroad, in Tacoma, in December 1911. Scheel expected that Hercules #2 would start shipping 35 carloads of stone daily beginning in the latter part of March 1912.[79]

To be able to supply 1,500 tons of stone per day, the company decided to dig two main tunnels into the face of the quarry, connect them to several crosscuts, pack all with explosives, and create a huge quantity of right-sized stone with one blast.

Pacific Builder and Engineer continued "The total powder charges



A diagram of the tunnels where explosives were placed prior to "The Big Blast" on February 17, 1912 From *Pacific Builder and Engineer*



The view north toward Hercules #2 at the moment when the charge was fired - Image is courtesy of Richard Edwards, the Tenino City Historian

consisted of 1,724 kegs, or 43,100 pounds of Du Pont's black blasting and 1,250 pounds of "Hercules" 60% nitroglycerine dynamite."[80]

"On February 17, 1912 a special train brought spectators and officials of the Army Corps of Engineers from Seattle. A movie camera crew from the Motion Picture Advertograph Co. of Tacoma arrived to film the event. Folks in Tenino were warned to take all their fragile possessions down off the shelf. At 2:25 o'clock that afternoon, Major J. B. Cavanaugh of the Army Corps of Engineers, the man who approved the government contract, pressed the electric button. The charge was fired."[81]

"The detonation was successful in producing the amount of stone required to satisfy the company's contract. However, there was considerable damage to the Hercules #2 building. About 40% of the material produced was too small to be used for the jetty."[82] That stone remains there today, deposited in several tall mounds (spall piles) that are now covered by forest.

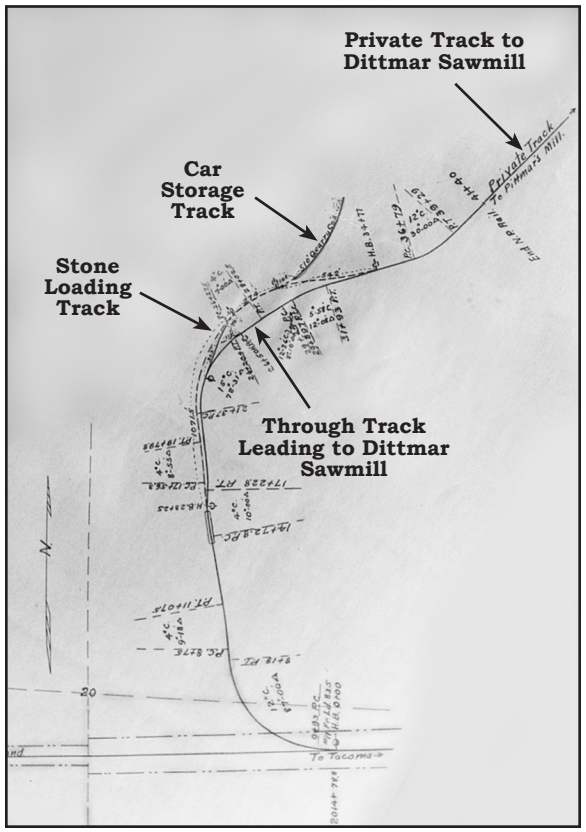
At the north end of the Northern Pacific right-of-way which previously served the Eureka Quarry, easements to enter the Hercules #2 quarry were granted to the railroad in 1911 and 1912.[83] At the time of the detonation, there were two railroad tracks serving the loading area of the quarry. Late in 1912, one of them was extended farther to the northeast to access the Dittmar Lumber Company mill.[84]

The track configuration at Hercules #2 changed over time as removal of the larger pieces of stone progressed.

The side of the north-facing main Hercules #2 Quarry building It faced toward the blast - The same structure is visible in the following photograph - Image is courtesy of Richard Edwards

In a December 18, 2008 email, Scott McArthur informed me that "Dad told me that there was a spur above the quarry. The switch engine from NP came in once a day and loaded the flatcars used to carry the rubble stone on a spur line above the quarry. Then, as the cars were filled, others were let down to the loading area by gravity."

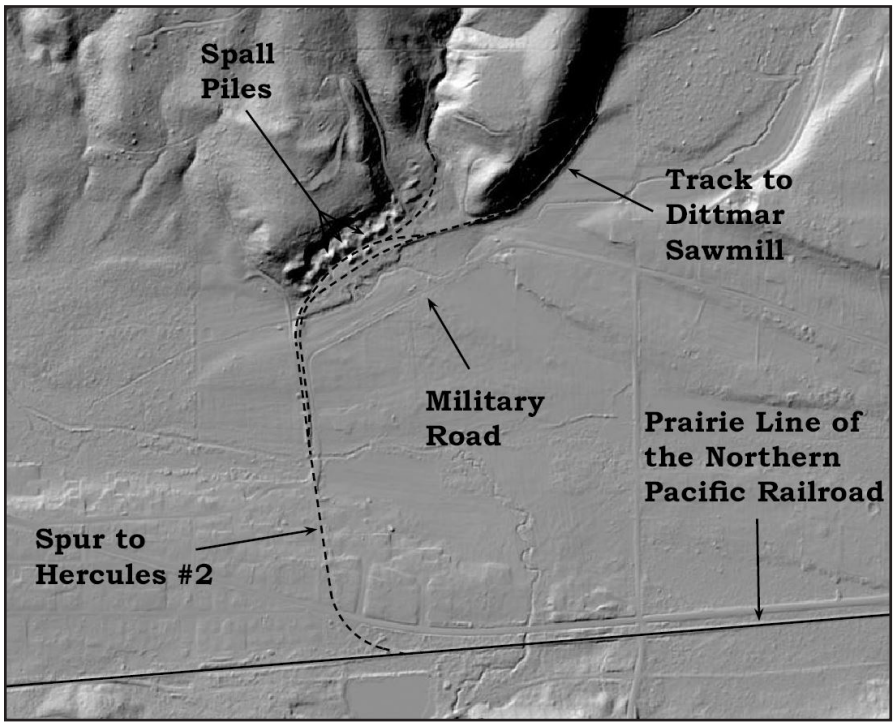
An undated photograph made shortly after "The Big Blast" - Flat cars loaded with stone destined for the jetty project can be seen on the two tracks leading into the quarry - The view is toward the north with Military Road making a right turn toward the main quarry building Mounds of small, unsuitable stone rubble, which are visible in following images, are not yet present



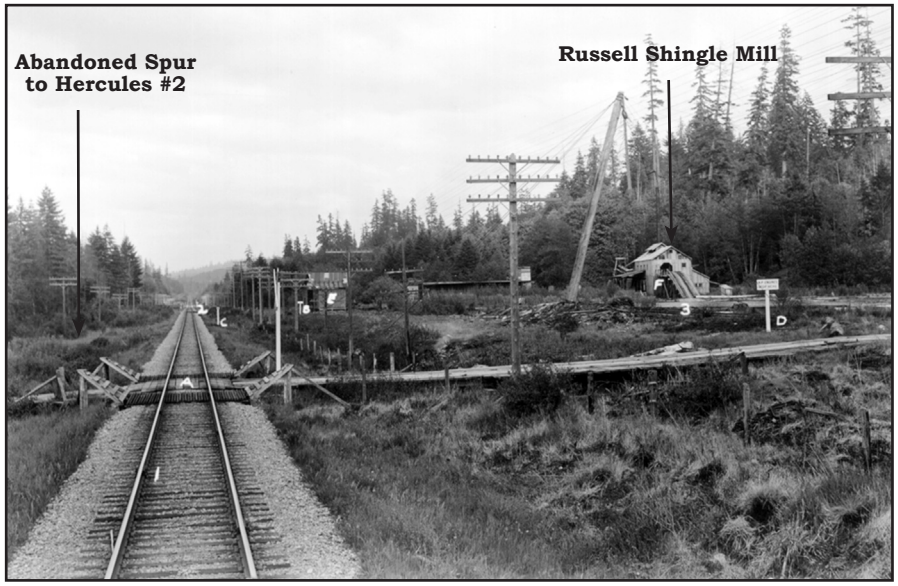
A September 15, 1915 document labeled "N. P. R. Tacoma Div.- Prairie Line. Wash. Valuation Sec. #3. Sketch Showing Hercules Sandstone Co.'s Tracks and Portion to be Removed at Tenino, Wash. Office Div. Eng'r-Tacoma, WN" - It specifies that 510 feet of the quarry company's uphill car storage track was to be removed. This map is preserved at the Pacific Northwest Railroad Archive in Burien, Washington

An undated photograph of the view east at Hercules #2 - It was made sometime after "The Big Blast - Note the several mounds of waste stone debris (spall piles) which have been formed as the larger stones were removed - The image is courtesy of Richard Edwards

The sandstone produced at Hercules #2 in 1912 and 1913 was not enough to complete the jetty project at Grays Harbor. But before 1915, the Corps of Engineers had decided that granite, rather than sandstone, should be used in further work on the jetty. Thus, when 1915 arrived, the Hercules Sandstone Company was developing plans to open a



A modern LiDAR ground image of Site C - Railroad grades have been added by the author



A 1928 photograph looking east toward the place where the former spur to Hercules #2 originated The spur had overgrown in the eight years since it was abandoned - From NP RR Rail Book #3

granite quarry at the upper end of the Skookumchuck River Valley, (Site E) and was winding down the operation at Hercules #2.

A 1915 letter from H. P. Scheel to W. C. Albee (the Tacoma Superintendent of the Northern Pacific Railroad who had recently written to Scheel) describes the contemporary situation at Hercules #2. "Yours of the 9th just to hand. In reply will say that we are now moving away our derricks and compressor, but we hope to do some business there in the future; yet we feel that all the tracks but one could be done away with. I would judge that the track furthest east, or outside of the spall piles, would be the one to leave.

"The contract with the Dittmar Mill Company has been violated long ago, yet we feel if your company could see fit to leave connection with the mill company, it might bring some business in the near future." That prediction may have come true, for an October 1916 document in the Weyerhaeuser Archive notes that the firm of Campbell & Campbell (a business of Belle and A. D. Campbell of Tenino) was logging slightly more than one mile north of Site C, in the south half of Section 8, Township 16 North, Range 1 West.[85]

The author's 2023 photograph facing north along Old Military Road - The quarry site is completely overgrown with foliage

The author's 2023 view north toward the rock face of Hercules #2 - The image was made from a position north of the spall piles

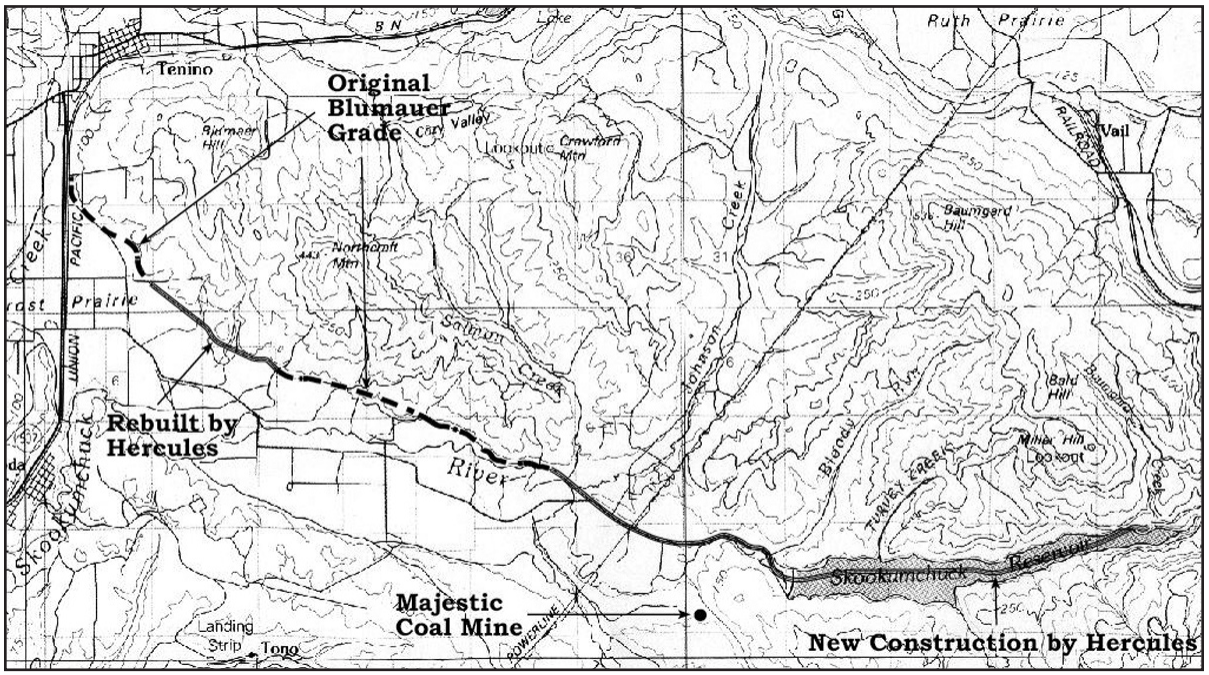
In 1920, when it became clear that no quarrying would be done at Site C in the foreseeable future, the Northern Pacific Railroad spur to Hercules #2 was pulled up.[86]

In 2023, it no longer is possible to see the remnants of the quarry at Site C from public roads. The present owner of the property is a business called Hercules Farm, at 4342 Old Military Road SE in Tenino.

However, currently it is possible to walk north, past the spall piles, up to the remaining rock face. Be sure to contact the owner of Hercules Farm for permission.

Scott McArthur explains the system used to designate the various Hercules quarries numbered 1 through 6: "While both Quarry No. 1 and Quarry No. 2 were in full operation, as many as 160 men were on the company payroll locally. The Hercules Sandstone Co. expanded its holdings. The company bought an existing dimension stone sandstone quarry at Wilkeson, Washington and named it Quarry No. 3. It opened a granite stone quarry at Ymir, British Columbia which became Quarry No. 5.

"The company also claimed a Quarry No. 4. Dad said Quarry No. 4 was a granite quarry at Index, east of Index. But the local historical society in the Index area says it knows of no ownership interest of either the Hercules Sandstone Co., Scheel or McArthur in the granite quarry that operated there from 1903 to about 1930. The company's business letterheads in both 1912



A map showing the rail route between the Hercules Sandstone Company Quarry #6 and the Northern Pacific Railroad on the south side of Tenino - Much of this railroad was constructed originally by the Blumauer Lumber Company - After 1916, the line was used jointly by the Hercules Sandstone Company and the Skookum Railway and Logging Company - Some of the eastern part of this railroad was submerged in 1970 when the Skookumchuck Reservoir was created

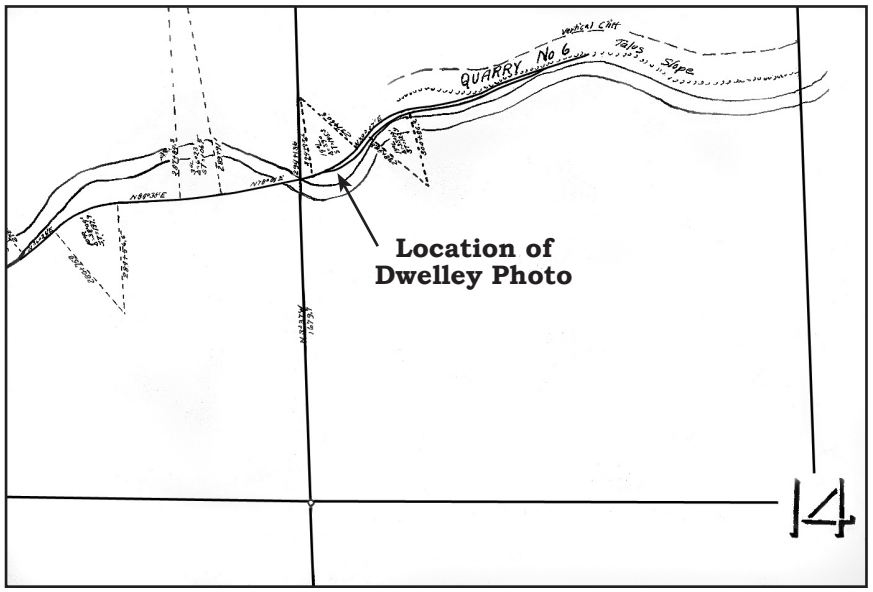
Quarry #6 in 1916 - The steam derrick seen in the distance is probably the one seen in previous images at Quarry #2 - Scott McArthur describes Site E in *Tenino Washington: The Decades of Boom & Bust*: "The Hercules Sandstone Co. . . . figured that the entire first year's contract requirement could be made up from the boulders that lay at the foot of the cliff, without the necessity of blasting" - Image courtesy of the Tenino Depot Museum.

and 1914 indicated no quarries at Index, but did list a Quarry No. 4 at Tenino. If there was another Hercules Sandstone Co. quarry in the Tenino area, it remains unsubstantiated.

"Quarry No. 4 may have been planned but never opened on a hillside located about a mile north and west of the west end of McIntosh Lake. William McArthur bought 40 acres of property there in 1912."[87]

Scott McArthur notes that planning for Quarry No. 6, in the Skookumchuck Valley, began in 1915.[88] It was Site E.

A trainload of granite is about to depart Quarry #6 Company buildings are visible in the distance. This image is courtesy of the Roger Easton collection of Arthur Dwelley photographs



Part of a 1915 survey map produced for the Hercules Sandstone Company - Visible is Quarry #6 in Section 14, Township 15 North, Range 1 East An arrow shows the place where the preceding photograph was made - This map is preserved at the Southwest Washington Regional Archives

Site E

Scott McArthur writes: "Then, in 1915, The Hercules Sandstone Co. made its big, and fatal, move. . . . The Army Corps of Engineers was now demanding stone that was more durable than sandstone. Granite fit the bill. . . . The chance to tie into many years of profitable production from Quarry No. 6 caused the Hercules Sandstone Co. to extend itself dangerously to get into production."[89]

In June 1915, the Hercules Sandstone Company recorded a lease giving it the right to mine high-quality granite at Site E. The property was on Weyerhaeuser Timber Company land situated in Section 14 of Township 15, North, Range 1 East.[90]

A railroad connection to Quarry #6 was required. The resulting line should not be confused with a later Weyerhaeuser logging railroad originally named the Skookum Chuck Railroad and later renamed the Chehalis Western Railroad. "To reach this quarry by rail, the Hercules Sandstone Company negotiated an agreement with the Skookum Railway and Logging Company. Both of these companies had purchased parts of the defunct Blumauer railroad. Neither was able to piece together a complete right-of-way that would serve their

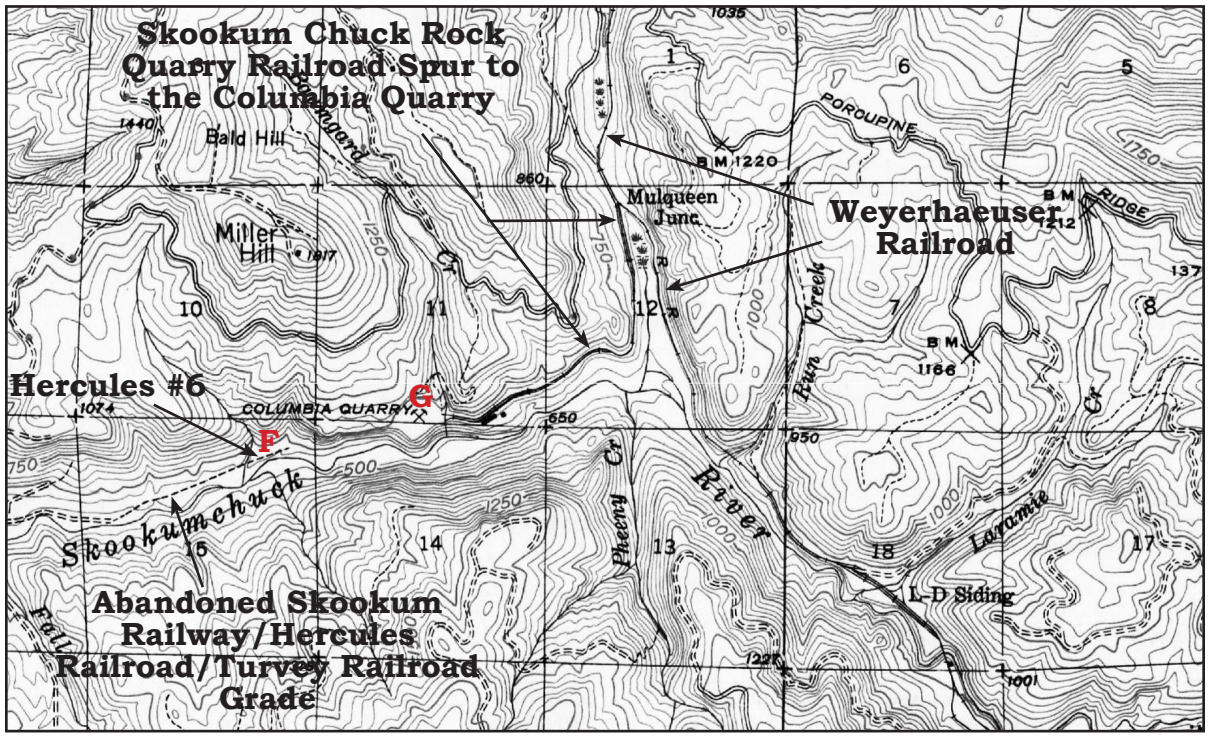
individual purposes. It was agreed that the two businesses would jointly use a railroad between the Northern Pacific switch (at the location of the former Blumauer Lumber Company mill), and the east line of Section 17, Township 15 North, Range 1 East.

"To complete its part of the bargain, the Hercules Sandstone Company acquired, realigned, and rebuilt the old Blumauer grade through the Phillip D. Northcroft and Alexander S. Yantis Donation Claims. It also constructed six miles of new grade, which began in Section 11, Township 15 North, Range 1 West, and terminated at Quarry #6."[91]

Logging Railroads of Weyerhaeuser's Vail-McDonald Operation reveals that "The Tacoma railroad construction firm of Dibble, Hawthorne & Moor contracted to renovate and build the new rail line."[92]

Scott McArthur reports: "Derricks and other equipment were hauled in from the idle Hercules No. 2."[93]

"After $200,000 had been invested in this line, the Federal Government placed the grays Harbor project on hold due to concerns about possible entry into World War I. The company produced granite at Quarry #6 for just seven months before payments were suspended. The business never recovered from this blow.[94]"



Part of the 1945 US Geological Survey map of the Yelm Quadrangle The origin of the spur to Site F (the Columbia Construction Company Quarry) was at Mulqueen Junction - West of the quarry is the abandoned grade of the railroad that previously served Site E - That track had first been used jointly by Hercules Sandstone Company and the Skookum Railway and Logging Company - Later, in 1932 and 1933, it was operated by Turvey Brothers Logging Company.

Scott McArthur explains: "The company looked for other revenue ventures.

"Equipment for the manufacture of coal briquettes was installed at Quarry No. 1 in August 1917. The company proposed to extend its railroad line up the Skookumchuck valley to connect with the Majestic coal mine."[95] The mine was in the southwest corner of Section 18, Township 15 North, Range 1 East. That venture was unsuccessful.

A 1941 aerial photograph of the Columbia Quarry and the rail spur serving it

Scott McArthur notes that with the cancellation of the contract at Quarry #6: "It was the end of meaningful stone production from Tenino's quarries."[96]

However, Site E became active again in 1932. "Interest in the Skookumchuck porphyritic granite revived in 1932 when the U. S. government requested bids for supplying 750,000 tons of rock for the construction of a jetty at the mouth of the Columbia River. Kern Contracting Company had secured a major interest in Quarry No. 6 and was interested in supplying the rock. Moving the rock required the relaying of track into the quarry, joining up this time with the Turvey Logging Company Railroad."[97] The Turvey railroad was the successor of the Skookum Railway and Lumber Company line. That episode of quarrying at Site E was finished in 1933, the year the Turvey railroad was abandoned.[98]

A 1936 photograph of the Columbia Quarry - The image is labeled "South Jetty, Grays Harbor, Washington. Skookumchuck Quarry. General view of the quarry" - From Wikipedia Commons

Site F

Logging Railroads of Weyerhaeuser's Vail-McDonald Operation mentions that "The quarry [at Site F] wasn't opened for the Columbia River project, but a second chance arrived in 1935, when the Army Corps of Engineers recommended repair and enlargement of the Grays Harbor jetty. By this time, the Cascade Contracting Company and H. P. Scheel held options on the quarry property. However, when bidding opened, the Columbia Construction Company won the contract. . . .

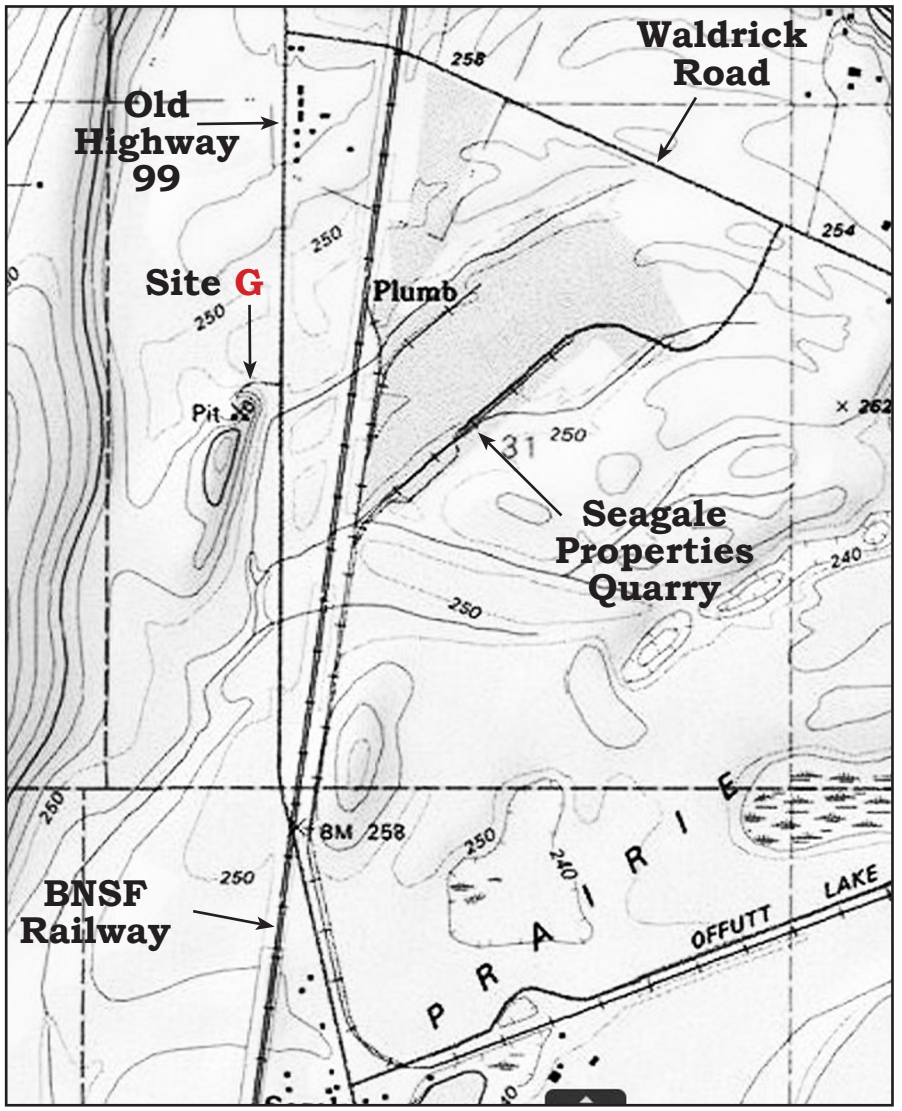
"The Columbia Construction Company began to investigate the potential of using harder rock derived from the Tenino area by mid-1935: one consideration

was a deposit north of Tenino owned by Graham and Medley Company (see the following description of Site G); a second was a deposit just east of the No. 6 quarry, referred to as the East Quarry and reportedly only a mile from Weyerhaeuser's logging railroad at Mulqueen. Weyerhaeuser owned the land. By September 6, Columbia Construction had decided to open up the new quarry east of the old Hercules Company Quarry No. 6, and announced its lease on the Weyerhaeuser Timber Company property. . . .

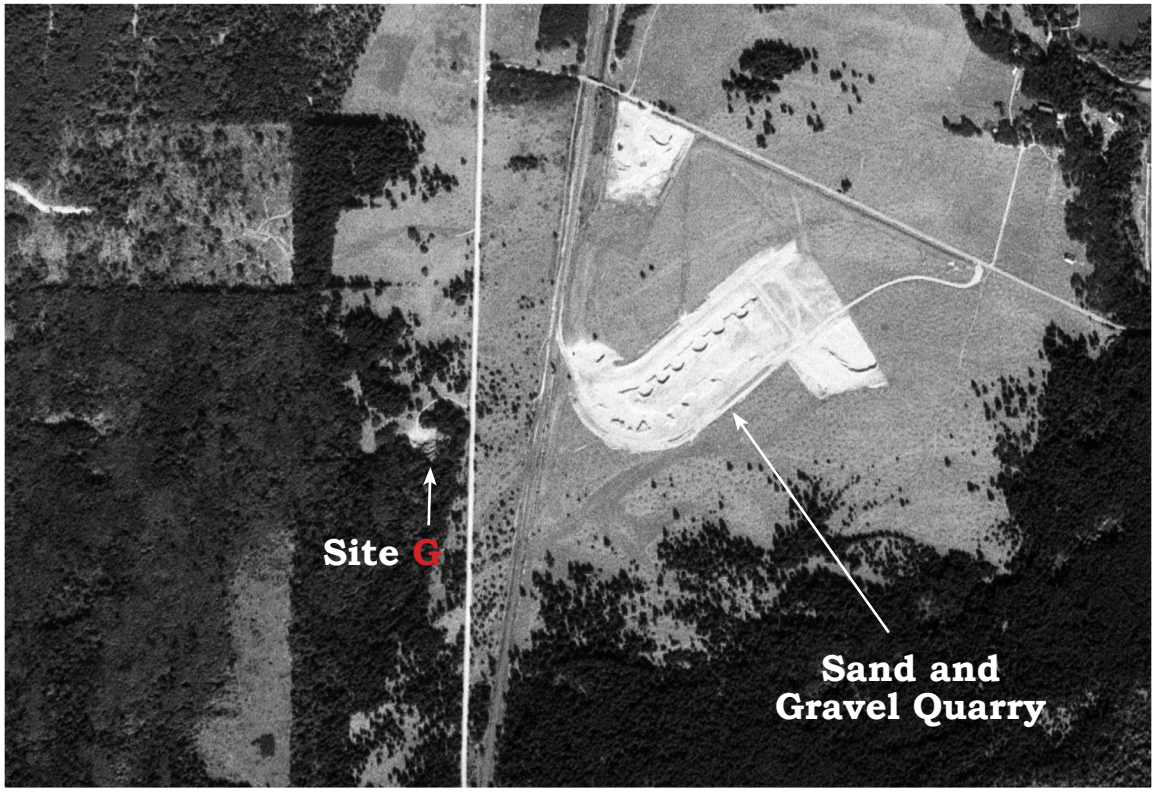
"The track [leading into the quarry] was laid with 65-pound rail beginning on January 6, 1936. This length of track was known as the Skookum Chuck Rock Quarry Railroad.

"The rock quarry was named the Columbia Construction Company Quarry and was also referred to as the Skookumchuck Quarry. . . . Since the quarry was isolated with no road access, the only way in and out was via rail. Crews lived in five bunkhouses, which had been built at Vail and moved by rail to the quarry campsite. The men were also fed in the cook house at the quarry. . . .

"The first rock train consisting of 40 cars was shipped from the quarry on the evening of March 17, 1936. Large rocks blasted from the cliffs above the Skookumchuck River were transported by flat car to build the Westport north and south jetties at Grays Harbor and Ilwaco on the Columbia River. . . . At the peak of construction from 1936 to 1942, between 42 and 54 carloads of rock were shipped daily to Grays Harbor and the Columbia River. . . . The north jetty contract (at Grays Harbor) allowed the quarry to continue operating until 1942, when it shut down for several years. . . . With the beginning of construction work on the Ilwaco breakwater at the mouth



Site G as it appears on a US Geological Survey map Tree growth has made it impossible to see the site from Old Highway 99 - In the 1970s, a sand and gravel quarry was opened nearby, on the east side of the BNSF Railway - That quarry is now operated by Seagale Properties of Othello, Washington



A 1975 aerial photograph of the area around Site G - The site was accessed by a road but there was no quarry activity there - A sand and gravel quarry was in operation east of the BNSF railway

of the Columbia River in 1848, the quarry was once again open for business and shipped a total of 489 loads before closing to rail shipments again for the last time."[99]

In 2023, Site F was owned and operated by Columbia Granite.

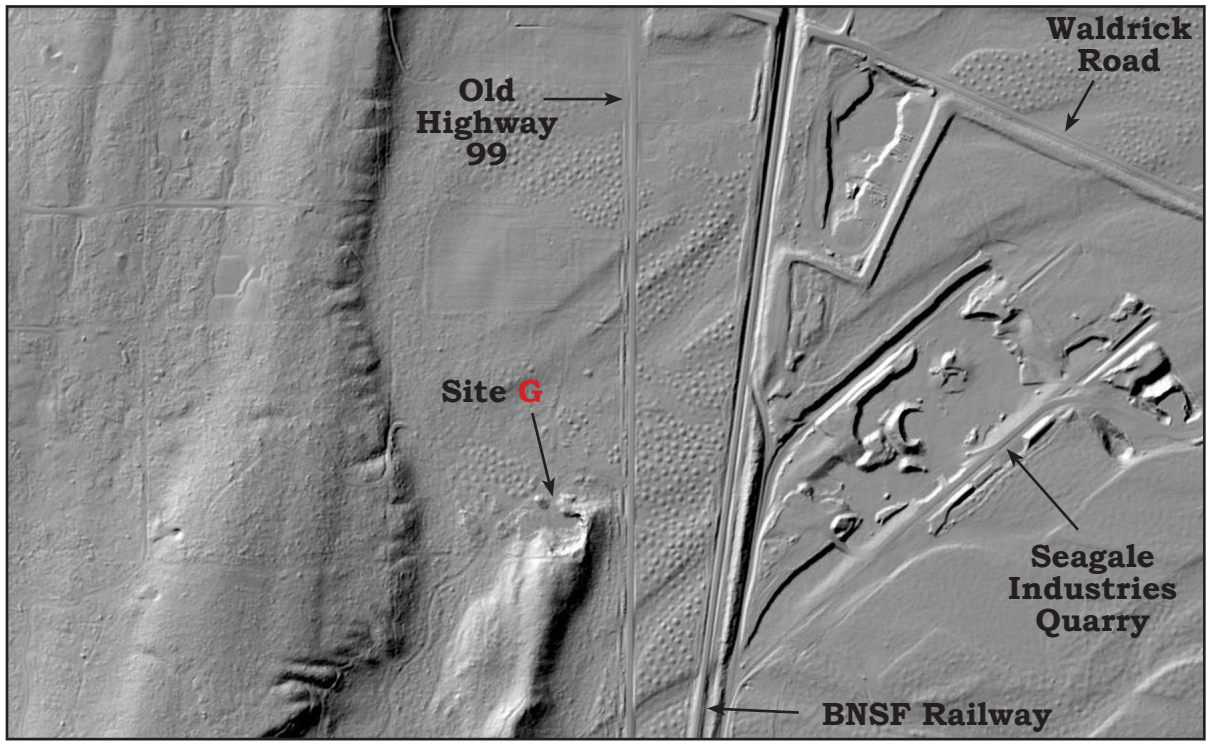
Site G

Scott McArthur describes the quarry at Site G: "An unnamed granite quarry of limited production near the Olympia-Tenino Highway just north of the Burlington Northern Pacific Railroad overpass north of Tenino. This stone deposit was discovered in 1935."[100]

A 1935 article in the *Morning Olympian* explains: "**Tenino Stone May Be Quarried**, Tenino, July 27. – (Special) – Indications seem brighter here this week for the movement of Tenino Stone in the Grays Harbor jetty project, when a newly discovered granite deposit, three miles north of Tenino, had met the requirements of government specifications. Test holes are being sunk on the new location, just north of the railroad viaduct, 12 miles south of Olympia, in an effort to determine if rock of sufficient size can be quarried to meet contract conditions. . . .

"The new deposit, uncovered recently, by the Graham Brothers, Chehalis contractors and former Tenino residents, is adjacent to both the Milwaukee and Northern Pacific railroads and can be taken almost totally from the surface of the ground. . . ."[101] The Grahams were members of the firm of Gibson, Medley & Graham Brothers. However, Site G was not chosen for the 1935 jetty project.

Scott McArthur continues: "It [Site G] was opened in the final months of World War II by the Army, which set up a short-lived school to train Army construction crews in extraction and construction and crushing of rock



Site G can be seen on this modern LiDAR ground image - Seagale properties currently operates a sand and gravel quarry nearby

and road building. The Army started the construction of barracks and accessory buildings in June 1945. Part of the training was carried out at the Hercules Quarry No. 1."[102]

There was no mention of this site in the *Morning Olympian* during 1945 and 1946. With the end of World War II, it seems likely that the training at Site G was no longer necessary, and the quarry closed.

Two individuals provided valuable help while this article was being prepared. Thanks to Jessica Reeves-Rush, Parks, Arts, Recreation and Culture Specialist for the city of Tenino, and Richard Edwards, the Tenino City Historian.

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